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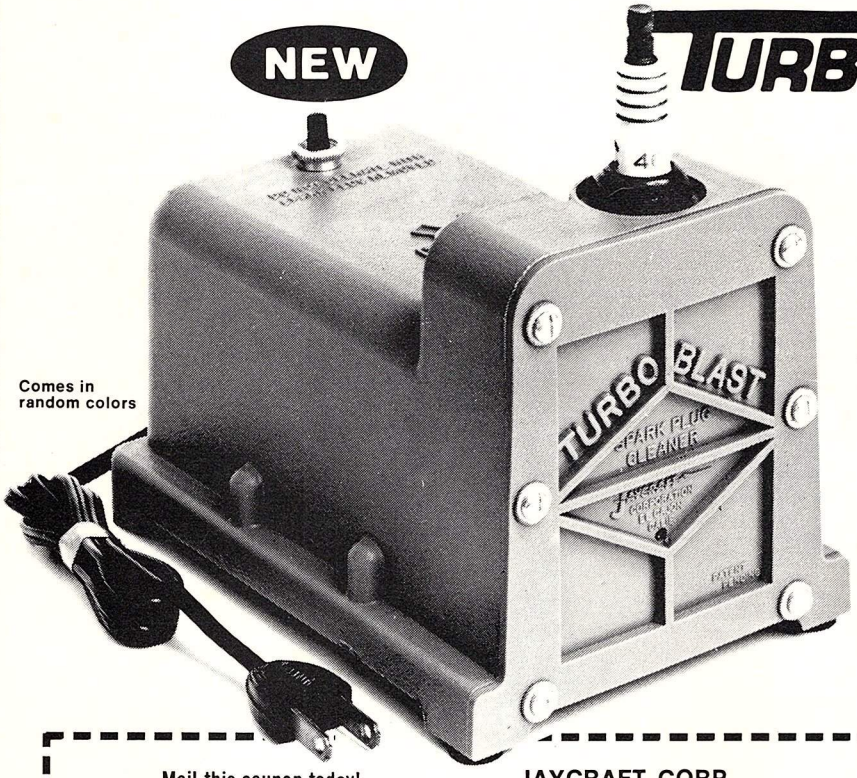

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MODERN CYCLE

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DUAL TEST

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Radical changes for the radial bullets.

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Single copies $1.00. Subscription $12.00 for 12 issues (one year). Second class postage paid at Canoga Park, California, and at additional mailing offices. Printed in U.S.A.

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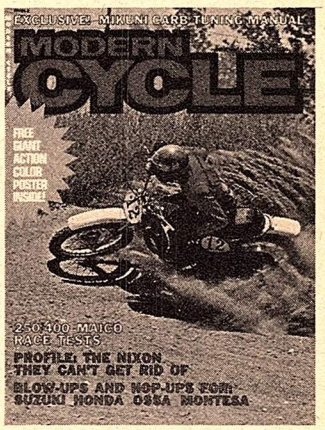
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BLOW-UPS AND NOP-UPS FOR: SUZUKI HONDA OSSA MONTESSA

ON THE COVER: Mike Hannon punches the big 360 Bul into a nervous berm. Staff photo.

CONTRIBUTING EDITORS/TEST RIDERS
Billy Payne
Nate Sciacqua
Mike Chamberlain
Tom Fiala
Sherman Andrews
Jody Nicholas
and The Entire Goddamn Dirt Diggers Motorcycle Club

FEARLESS, HARD HITTING, GOD-HELP-US ALL EDITORIAL

By the Editors of MODERN CYCLE

NOT REALLY. What this is, mostly, is to let you know what's happening and who we are. "We" consists of Rick Sieman and Jim Mercier as editor types, and an assortment of contributing editors and test riders. Some of the names will be familiar—like Billy Payne, Mike Chamberlain, Tom Fiala, Sherman Andrews, Rondo Talbot and Vic Krause.

This is what's happening: *Modern Cycle* is changing and changing radically. We hope Miss Modern Cycle won't be missed, because she'll be gone. And the various minibike stuff will follow the same route: long gone. There are plenty of decent minibike books on the stands for the popper freaks.

Now that you know what *won't* be in *Modern Cycle,* here's what *will* be in each issue: Racing. Tons of it. Not just coverage of racing (there'll be selected coverage of top line events), but how to make your equipment perform. We're looking forward to about 80 percent dirt and 20 percent road racing. The dirt stuff will go heavy on MX, but will include Speedway, TT, flat trackin' and desert racing. A large portion of the editorial content will deal with How To Do It. How to corner, jump, go like a sumbitch, etc.

On the tech side, we'll tell you how to make your bike faster and handle better—and how to let it live longer in the rarified atmosphere of racing.

Road racing people will get an inside look at the killer equipment that's dominating the pavement—and tech stuff on how to shape the bikes.

We plan to do race tests on some of the more exotic equipment—both road and dirt. We aren't planning tests on foo-foo bikes, or the bulk of the so called "dual purpose" machines.

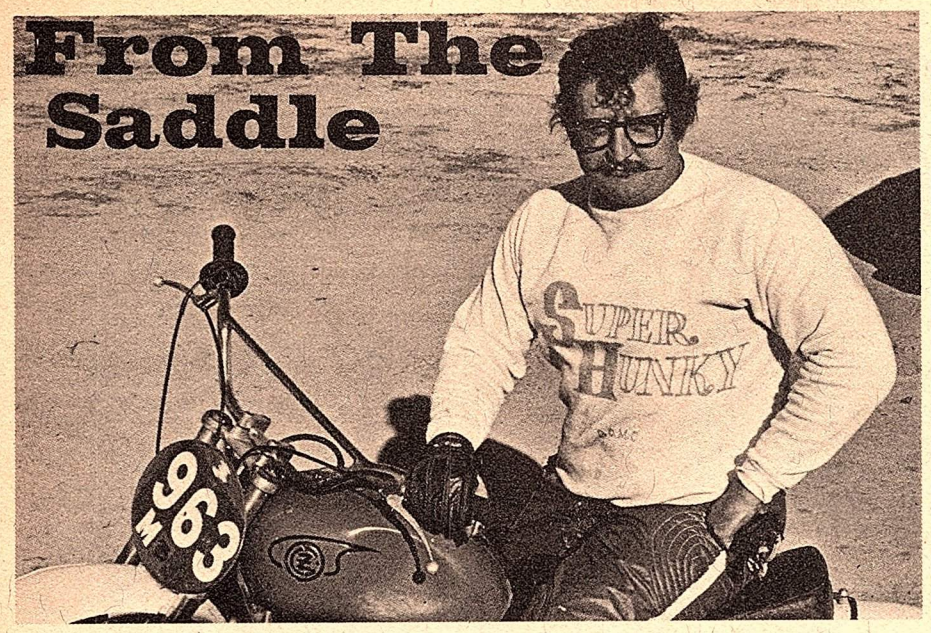
Modern Cycle is, as of this moment, for the enthusiast. The rider who loves riding his 160 something-or-other to work and back, probably won't find what he wants in these pages.

Tough.

But, if you're the person who thinks that letting it all hang out—whether racing with your buddies on a Sunday afternoon, or signing up for a money event—then this will be for you.

All others need not apply. ●

From The Saddle



Win more with less effort

By Rick Sieman

BEFORE WE GO any further, let's get one thing straight between us: I, being an honest man, am totally above cheating. The information I am about to relate to you, is merely the result of watching *others* cheat over the years.

Also, you are forbidden to use any of the devious methods described herein for your own personal gain. Now that we completely understand each other, let's get down to the nasty business of the World Of Cheating. Oh, yes. One more thing. If you see any *Modern Cycle* staffer engaged in one or other of the "cheating" tactics to be described, disregard it. He is merely "investigating" how the phenomenon works.

Cheating can be divided into two basic categories: creative and crude. Crude cheating is almost not worth the effort (the key word here is "almost") and should be considered the less desirable of the two.

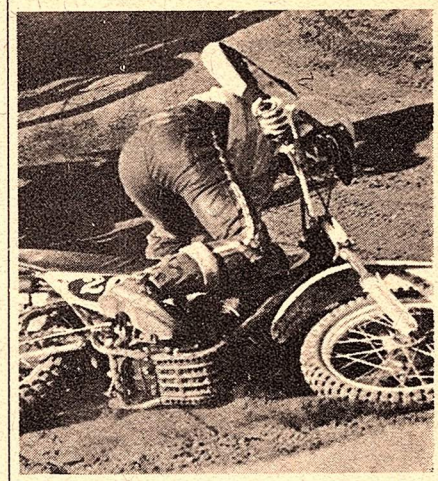
For those who wish to understand the baser level of crude cheating, the following examples are in order.

THE AVANT LURKER. Probably the simplest and most common of all cheating techniques. Ideally, the Avánt Lurker hides out on the course before the start of an event. Things like a Hare Scrambles or Grand Prix are ideal for this. Usually, the rider will have his tank or helmet card marked before the start of an event, theoretically negating any cheating actions. Ha! The enterprising cheater merely has two bikes with him, and, after he gets the card checked, wanders out to a point on the course where his race bike is hidden and re-attaches the card. When he hears the race start, he then lights off his trusty mount and smokes off with a commanding lead. It helps to have a bike painted the same color as the surroundings to avoid detection.

Sandy brown with splotches of grey is a favorite with desert riders, blending in well with the landscape. Many Eastern riders favor a dark green with mottled splotches of brown and black. Some even go so far as to attach branches and foliage to their bikes, so as to blend in better with the woods. If you ever get passed by a pine tree or a dappled birch, you'll no longer have to doubt your sanity.

THE SECTIONAL DEVIATIONIST. Very common in enduros and desert races, and even seen in motocrosses on occasion. What it enables the imaginative rider to do, is deviate from the course to his heart's content. Most courses tend to wander around a great deal—a very inefficient way to get from point A to point B — leaving the enterprising rider the opportunity to "straighten out" the path. While it helps to ride the course in advance, many shortsighted clubs frown on this activity, so the rider must again use his only weapon—imagination. While it is virtually impossible to predict where a course might wander, it's not too difficult to find the finish line.

Once this is accomplished, the rider could then work his way backwards on the course, then hide in a con-



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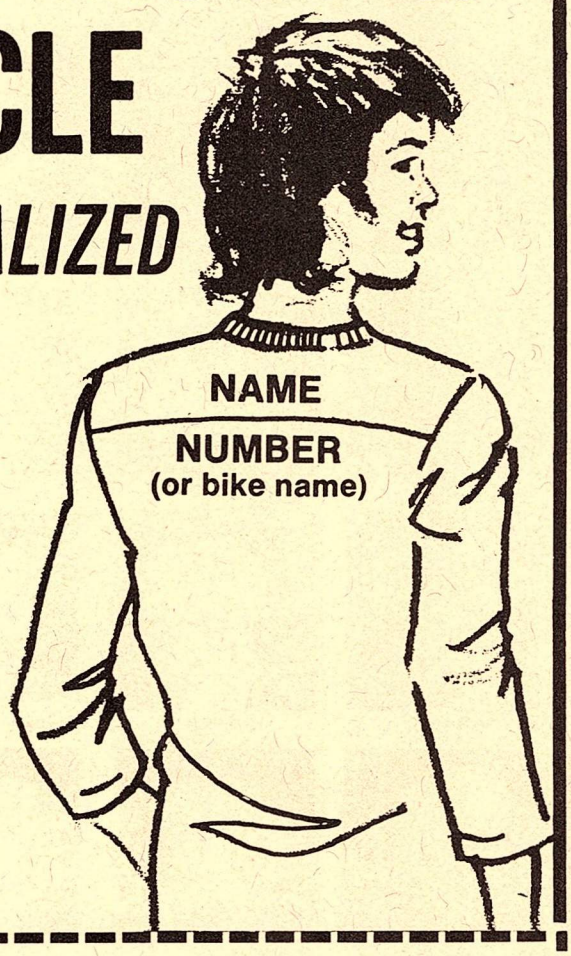

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venient spot near the check. When he observes the leading rider come through some time later, he should make note of what marks this rider has on his check card—duplicate those marks—then take off in hot pursuit.

Naturally, the lead rider will be tired, so it is entirely possible to overtake and pass him. If not, you can always slip in for a well earned second place. Which brings us to, obviously, different methods used in marking tank cards.

THE AMMUNITION BELT BOOGIE. While not exactly considered "crude" cheating, the Ammunition Belt Boogie is definitely borderline. Prime materials involved are the following: (1) An ammunition belt similar to those seen in all the spiffy old western movies with the Mexican bandits. (2) A plentiful supply and selection of medium quality crayons and magic markers. (3) A very bulky sweat shirt many sizes too large, or a huge jacket of sorts.

Combine the above items with a great deal of brazeness, and you have a natural way of placing highly in any event that covers the same section, or loop, more than one time. It's ideal for Eastern Hare Scrambles, or most any desert race that utilizes a repeat loop.

Directions for the foul deed? Simplicity itself. However, this cheating technique actually demands that you complete one full loop of the course. At the conclusion of the initial loop, pull off the course well out of sight and make a visual check of the marks on the check card. Then, patiently duplicate them with the material carried in your well-equipped ammo belt that are concealed under that bulky sweatshirt. Naturally, this will not take much time, because you can store the crayons and magic markers like bullets. In case of spies, carry a few real bullets along—just to play it safe. You can never tell; the world is full of crooks.

THE ADVANCED SHOEMAKER BIG/LITTLE APPROACH. Probably the most satisfying and common type of cheating today. It was named after an obscure and bearded motocrosser who used to run a 175 in the 125 class. However, of course, the technique is much more advanced nowadays. Successful cheaters employing the Shoemaker approach are now running 350 Kawasaki triples in the 125 class—and getting away with

(Text continued on page 78)

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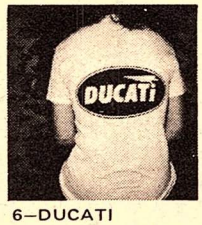
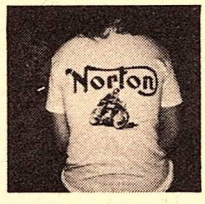


6–DUCATI

7–KAWASAKI

8–BSA

9–YAMAHA



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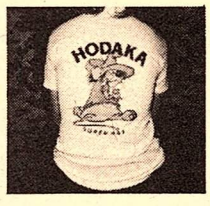

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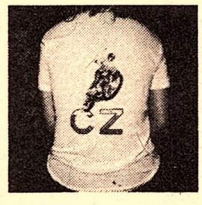

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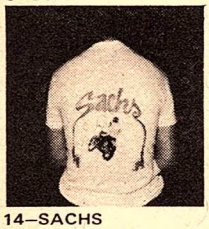

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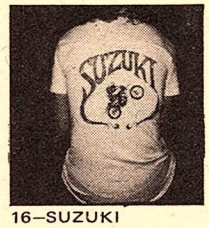

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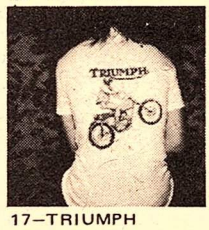

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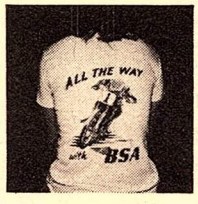

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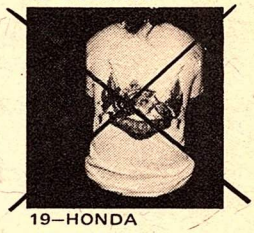
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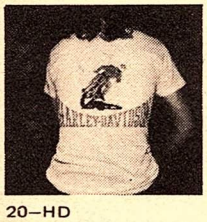
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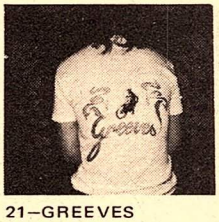

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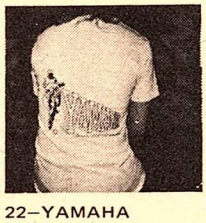
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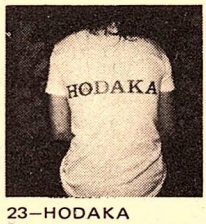

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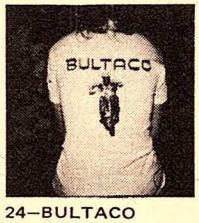

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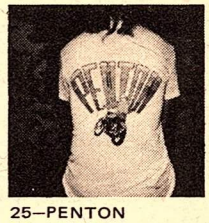
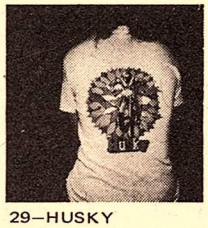

25–PENTON

26–BRIDGESTONE

27–MONTESA

28–MAICO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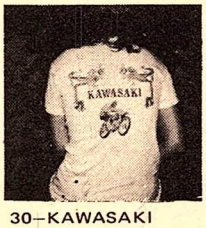

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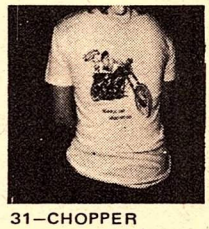
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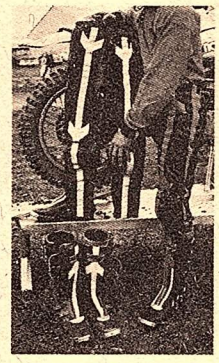

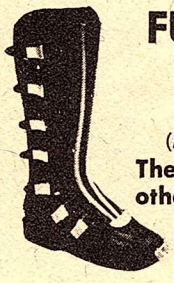

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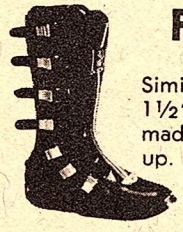

FULL BORE
ECONOLINE

Similar to above except
1½" shorter and man-
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up.

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Post Entries

CHANGES?

I read in Cycle News that Super Hunky was taking over *Modern Cycle*. He used to bad-mouth mini-bikes when he was at Dirt Bike. Does that mean the end of stories on mini-bike racing in *Modern Cycle?* I hope not.

Keith Allen
San Diego, Calif.

You got it, kid. No more stories, tests or project poppers in the pages of Modern Cycle. *There are plenty of mini bike books out there to take care of that stuff, including one of our Challenge titles,* Minicycle Action. *Is it any good? Hell, we don't read about that kind of stuff, so you'll have to check it out yourself.*

WHAT HAPPENED?

Hey, what happened? Just read in Sickle News that you left Dirt Bike and are taking over *Modern Cycle?* What's the straight scoop?

Bob Parker (Maico Freak)
Granada Hills, Calif.

Politely put, it was a "clash in editorial policy" between management and myself. The move was not made for financial gains (as some have insinuated), but rather for a guarantee of complete editorial freedom. Challenge Publications has given us a free hand with Modern Cycle—*with no strings attached.*

DIVORCE ITALIAN STYLE

I have an old 1966 175 Moto Guzzi. Last summer, a valve dropped and now I need some parts. I've tried going to some Moto Guzzi dealers, but they've never heard of that bike.

Do you know of any Moto Guzzi distributors? Also, the shocks are frozen open. Is there any way I can compress the springs so they can be taken apart? Any information would be appreciated.

Douglas S. Grant
Penacook, N. H.

Grant, you've got problems we wouldn't wish on an enemy. Owning an old Italian motorcycle is one of life's great bummers. Parts are nearly impossible to come by and the things are, in general, unreliable. We suggest you use it as an anchor, however, if you persist in keeping the damn thing alive, here are some addresses that might prove helpful:

Berliner Motor Corp., Railroad St. and Plant Rd., Hasbrouck Heights, N. J. 07604

Cosmopolitan Motors, Inc., Jacksonville and Meadow Rd., Hatboro, Pa. 19040

Good luck—you'll need it. Oh, yeh. Forget the shocks; they're surely beyond repair. Even when they did work, they didn't work.

MISS *MODERN CYCLE?*

Enclosed please find a photo of my girlfriend sitting on my Honda Dream. I think she's pretty enough to be Miss *Modern Cycle.* What do you think?

Don Lorpin
Chicago, Ill.

Quite frankly, Lorpin, we think her knees are too thick. Anyway, like

English motorcycles and high school proms, that kind of boring foof is old hat. We're sending the photo back to you with our sincere thanks for thinking of us. Miss Modern Cycle *is officially now a thing of the past, as is all that female chauvinist POWDER PUFF stuff. If a woman wants to ride—that's fine—just don't make a big deal out of it.*

CONGRATS

Best of luck in your new venture.

Richard Nixon

Ya know. Uh, uh, I'm really happy —ya know—to see that ya know, *Modern Cycle* is ah, ya know, changing. Lots of uh, ya know, luck Hunker.

Your pal,
Mark Spitz

Just a line to let you know how pleased we are here at the Kremlin about your move to *Modern Cycle.* Keep up the fine work you did at old DeeBee.

Lenny Bresznev
Hammer and Sickle M. C.

Lots of luck, Super. Lord knows you'll need it. Anyway, keep in touch and say hello to Rondo for me.

Pope Paul
Vatican City, Italy,
Wrath of God M. C.

TOUGH TT

I'm writing to ask you about a downpipe for an F6 Kawasaki 125. It's an enduro bike, but I'm trying to race TT with it. I have an expansion chamber for it, but would like to know if anybody makes a downpipe? Also, would a larger carb help? By the way, the reason I'm trying to make a racer out of it, is because I don't have the money to get a Yammy 125MX.

Brad Buzzell
Limon, Colo.

Trying to turn an enduro bike into a TT bike will end up costing you much more money than getting a racer. Yes, a bigger carb would help the top end, but unless combined with a radical rotary valve, wouldn't give you maximum benefits. Your best bet is to time and jet your bike for maximum performance and leave it alone until you can afford the racer. At least it'll teach you how to work the corners harder; then when you get some horsepower under you, life will be sweet. Consider trying to trade the bike off for a 100cc racer —like a Super Rat.

GEARS TO YOU

Could you please send me any kind of info on straight cut gears and racing clutches for a 175 Yamaha?

Skip Gregory
Plymouth, Calif.

Probably the folks with the most experience with the 175 Yammer are Dirty Distributing. They handle all the Noguchi hop-up stuff and should know how to make a clutch live. Two addresses depending on where you live:

EAST: 3125 Marjan Drive
Atlanta, Georgia 30340
WEST: 142 Main St.
Oakley, Calif. 94561

An outfit called PACER used to specialize in the straight cut gears, but do not handle them any more. ●

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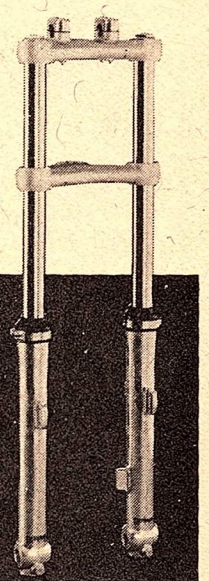
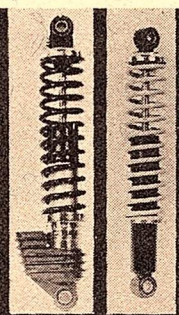


Ceriani forks with six-position adjustable damping are now available in the C-2000 series and will soon be in stock for bikes requiring the C-1000 series. These forks in standard lengths only. The new gas filled shocks from Ceriani will soon be available in two models; a standard (non-adjustable) model, and a model which permits infinite damping adjustment externally!



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Strokin' It

Better never than late.

Jim Mercier

SOMETIME AGO, I entered an A.M.A. pro motocross qualifier, and was told a very interesting bit of information by the referee, "When you are being lapped, pull over and let the leaders pass." How does that strike you? I've been racing pro motocross for years and someone is finally telling me how to act on the track. Unusual? NO. Think about it. When was the last time, at a rider's meeting, you were told how to act on the track? When was the last time you were told what to do if you killed your engine in a turn? What to do if you fall down on the course? What if your motor takes a dump?

How about the last time you flew over a jump only to find some nut changing a spark plug in the middle of the course, and here you are ten feet in the air heading straight for him. No matter how loud you scream, he's where your going to land. Or how about the guy who gets so mad when he falls that he takes off his helmet, throws it on the ground and storms off to the pits, leaving you a nice new metallic berm to bounce off of.

How about the time you came around a blind corner and found a guy in the middle of the course kicking his bike, or straighting his bars. What are your alternatives? Centerpunch the guy or try to avoid a crash. Self preservation tells you to miss this nut, but this all could have been avoided at the rider's meeting.

Unfortunately, most rider's meetings go like this:

"OK you guys, listen up, there's going to be three ten-minute motos, next week will be our Spring Championship; you can enter today at the sign-in booth. Entry fee is two dollars. Keep your number plates clean. No jumping the start, or you will be turned around backwards. Practice will start in five minutes. First session will be the powderpuffers; one twenty-five novice divisions one, two, three and four. Next will be two fifty novice divisions one, two, three, four and five, then everyone else so we don't get behind."

WHOOPIE. All vital info.

Wouldn't it be nice if it went like this. . . .

"Alright everybody listen up. Today the experts will go three twenty-minute motos; novices will go three seven-lap motos. Before going to the line be sure your number plates are

clean and readable. Don't ride your bike to the line, for there will be no pit riding whatsoever; push it. A long sleeve shirt, jersey, or sweat shirt will be required, or you will not ride. If any where on the course you see a yellow flag, this means danger, we're not asking you to completely stop, just use your judgment, and be careful. The red flag means that for one reason or another, the race is being stopped, so return to the starting area and prepare to start again. The white flag means one lap to go, before the end of the race. The checkered flag means the race is over, so don't keep going, even if you're down in laps it won't make any difference in results. Before the start of the race the starter will hold up a sign with a large number two on it, this means two minutes before the gate falls, after one minute, he will turn the sign around and show you a large number one on it. This means one minute until the gate drops, when it goes, so do you. If you happen to fall down anywhere on the course, try to get off the course as fast as possible. Don't try to start your bike on the track—get to a safe spot first. If you are going to get lapped, pull to the high side of the course, or out of the natural line of the corner. If you are going to pull over, be sure it's safe first, signal your intentions first by raising an arm high in the air.

"If you are going to be lapped and can't pull over, hold your line and let them pass you. It's hard to pass someone when you don't know where they're going. That should cover everything. Are there any questions? If not, practice will start in fifteen minutes, all experts will practice together, then one twenty-five novice and two fifty novice practice. The open novice class will have their own practice because they seem to fall the most and we want to keep a close eye on these guys."

Maybe it's to much to ask to have information passed out where it is most needed, to the riders. Especially the new ones.

No matter how organized the races get, there will always be crashes. But surely the number of crashes could be cut in half, by the sanctioning body taking a little more time to tell the riders what in the hell is going on.

Just think, it only took nine years of motocross racing before I got my first set of instructions. ●

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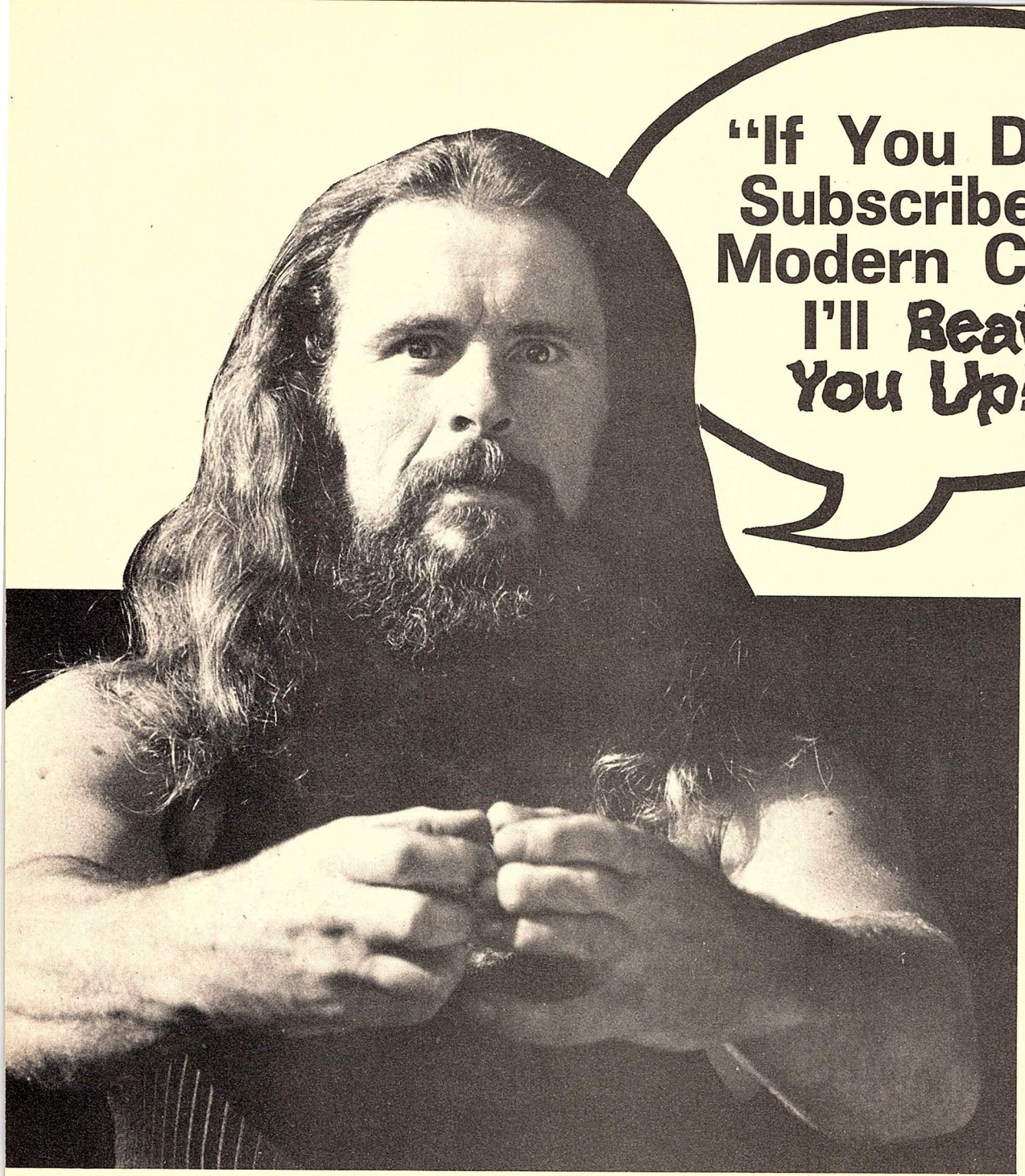

Could Big Jim be serious? Hard to tell. But play it safe and subscribe to *Modern Cycle* anyway. It makes for good reading, what with all the racing stuff in there. That's right . . . all racing. No foo-foo bikes, or touring in North Dakota on a '74. Motocross, roundy-round, TT, road racing, a little cross country and Lord knows what else you'll find here. If you're into racing, subscribe and save a few bucks in the process. That way, when you hear that knock on the door, it'll probably be the mailman with your monthly copy of *Modern Cycle* . . . not Big Jim with a club in his hand.

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By Rondo Talbot

COMMIE PEN PALS

Got a real weird-o this morning; from some Commie; he works for THE INSTITUTE OF SCIENTIFIC INFORMATION OF THE U.S.S.R. ACADEMY OF SCIENCES. "WOW," now that's what I'd call a title. The guy's name was R. S. GILJAREVSKY, and he claims to be the Deputy Director of the Institute.

You'll never guess what he wanted, so Reporting Rondo's gonna lay it on you.

He claimed that this Institute publishes an Abstract Journal in no less than 25 series. They use this journal to review Soviet and foreign literature, both periodical and non-periodical, in all fields of natural and applied science and technology.

Very suspicious.

We both know the actual reason why they want our world reknown "Bible of The Fast Guys."

They're afraid the Americans are going to be beating the Europeans in the very near future and want to find out how.

Very clever, but it won't work; Rondo knows.

FRIENDS TO THE END

Fred Whouger from Boston, Mass., confided in us with a very grave problem, a Honda, 1966 450, that's got the shakes. He's to the point of selling it for all the back problems he's received in riding.

Well, Fred, your story has touched Remorsing Rondo's heart. Here are a few hints that may help: First, adjust your valves since this engine has a very small valve clearance and mis-adjustment will create vibration. Use some thick neoprene tubing and rubber padding to insulate the foot pegs. This will probably put a damper on the worst part of the vibration.

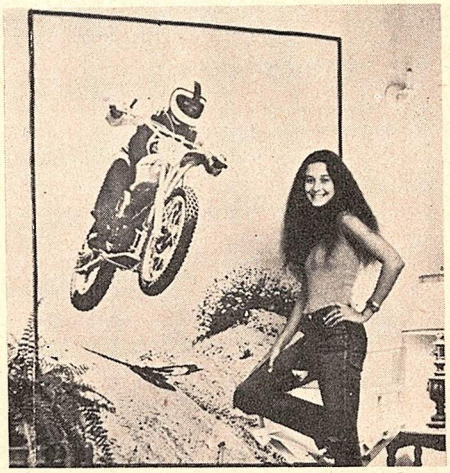
(Text continued on page 74)

Land Speed Records Set at (Bonneville Salt Flats) Wendover, Utah, Week of August 18 to 24, 1974
*Note: Some records were bettered the same day or later in the week.
2th Annual Bonneville Nationals, Inc. A.M.A. Sanction No. A 5602-74

Class *Size & Code	Old Record	New Record	Date	Make M/Cycle	No.	Name of Rider and Town
*M-AG-50-3	58.788	61.661	8-23-74	Ital Jet	41-A	Charles Martin, Palo Alto, Calif.
M-AG-50-3	61.661	70.314	8-23-74	Honda	37-C	Tracy Walsh, Dallas, Texas
M-AF-50-4	55.000	68.820	8-21-74	Honda	37-A	Tracy Walsh, Dallas, Texas
MPS-AF-50-10	60.000	76.686	8-22-74	Honda	37-B	Tracy Walsh, Dallas, Texas
P-100-1	60.000	65.696	8-24-74	Honda	32-A	Douglas Walsh, Renton, Wash.
M-AF-100-4	92.867	96.618	8-19-74	Honda	5-A	Philip York, Albuquerque, N.M.
MPS-AG-100-9	75.000	93.186	8-21-74	Kawasaki	13-A	Thomas B. Conway, Oroville, Calif.
MPS-AF-100-10	87.773	98.455	8-23-74	Honda	42-A	Bryan Bowns, Carmichael, Calif.
M-C-125-2	107.639	110.398	8-21-74	Yamaha	17-A	Dale Ebersole, Denver, Colo.
M-AG-125-3	93.823	99.289	8-24-74	Noguchi	35-C	Gordon Seim, Salinas, Calif.
A-AG-125-5	91.214	101.770	8-23-74	Yamaha	84-A	Bruce Morris, Palo Alto, Calif.
MPS-C-125-8	110.209	119.032	8-21-74	Yamaha	19-A	Sharon Vickery, Denver, Colo.
*MPS-AG-125-9	100.310	103.247	8-24-74	Suzuki	75-A	Gordon Seim, Salinas, Calif.
MPS-AG-125-9	103.247	106.305	8-24-74	Harley	83-A	Mark Lingua, Burbank, Calif.
MPS-AF-250-10	132.771	141.426	8-21-74	Yamaha	15-A	William Vickery, Denver, Colo.
*P-350-1	105.315	107.586	8-19-74	Yamaha	51-A	Bob Braverman, Northridge, Calif.
P-350-1	107.586	108.548	8-21-74	Yamaha	81-A	Steven Dudley Cole, San Diego, Calif.
M-AG-350-3	116.599	118.577	8-21-74	Bultaco	47-A	Tom Poster, Blairstown, N.J.
*A-AG-350-5	116.807	125.130	8-19-74	Yamaha	66-A	Brian H. Eriksen, New Foundland, N.J.
A-AG-350-5	125.130	141.928	8-19-74	Yamaha	6-A	Doral Eckhardt, Bellflower, Calif.
A-AF-350-6	124.093	138.155	8-23-74	Yamaha	71-A	Bill Davis, Long Beach, Calif.
APS-AF-350-12	129.109	133.537	8-23-74	Yamaha	66-B	Bryan H. Eriksen, New Foundland, N.J.
MPS-AG-500-9	127.157	135.256	8-24-74	Kawasaki	22-A	Ellis Lehmberg, Lehi, Utah
P-750-1	132.081	135.244	8-24-74	Kawasaki	63-A	Patrick Siddal, Livonia, Mich.
M-C-750-2	145.616	167.977	8-23-74	Yamaha	11-C	Don Vesco, El Cajon, Calif.
A-AF-750-6	158.126	160.173	8-22-74	Triumph	73-A	Tim Durkee, Garden Grove, Calif.
MPS-C-750-8	156.999	178.527	8-22-74	Yamaha	11-B	Don Vesco, El Cajon, Calif.
MPS-AG-750-9	145.650	183.796	8-23-74	Yamaha	65-B	William Vickery, Denver, Colo.
MPS-AF-750-10	155.006	178.442	8-19-74	Yamaha	11-A	Don Vesco, El Cajon, Calif.
S-C-750-14	133.268	248.397	8-23-74	Yamaha	1-B	Don Vesco, El Cajon, Calif.
*M-AF-1000-4	140.642	149.851	8-21-74	Honda	10-A	Bob Braverman, Northridge, Calif.
M-AF-1000-4	149.851	153.294	8-24-74	Honda	70-B	Rodney Fleischmann, Memphis, Mich.
M-C-1250-2	134.278	137.413	8-22-74	Harley	88-B	Tom Whiteman, Covina, Calif.
M-AG-1250-3	150.470	152.002	8-19-74	Harley	18-A	Scott Guthrie, Tallahassee, Fla.
M-AF-1250-4	141.742	150.888	8-21-74	Harley	18-B	Scott Guthrie, Tallahassee, Fla.
*A-AG-1250-5	141.242	144.162	8-23-74	Harley	18-C	Scott Guthrie, Tallahassee, Fla.
A-AG-1250-5	144.162	152.388	8-24-74	Harley	62-A	Jim Yriberry, Cotati, Calif.
A-AF-1250-6	146.230	146.956	8-24-74	Harley	18-D	Scott Guthrie, Tallahassee, Fla.
MPS-C-1250-8	126.756	141.481	8-21-74	Harley	88-A	Tom Whiteman, Covina, Calif.
S-AG-1250-15	160.000	248.285	8-24-74	Yamaha	1-C	Don Vesco, El Cajon, Calif.
M-AF-2000-4	188.391	199.500	8-23-74	Harley	2-B	Warner Riley, Skokie, Ill.
APS-AG-3000-11	190.991	208.450	8-21-74	Harley 2 eng.	49-A	Dave Campos, Albuquerque, N.M.
APS-AF-3000-12	175.000	231.597	8-23-74	Harley 2 eng.	49-B	Dave Campos, Albuquerque, N.M.
S-AG-3000-15	190.000	197.047	8-21-74	Harley 2 eng.	29-A	Thomas P. Elrod, Newark Valley, N.Y.
Exp. Electric	101.470	165.367	8-19-74	Corbin-Gentry	24-A	Michael Corbin, Somersville, Conn.

New member to the 200 MPH Club, 49-A, Dave Campos, Albuquerque, New Mexico. Speed 208.450 mph.

HOLIDAY SPECIAL!



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New Products

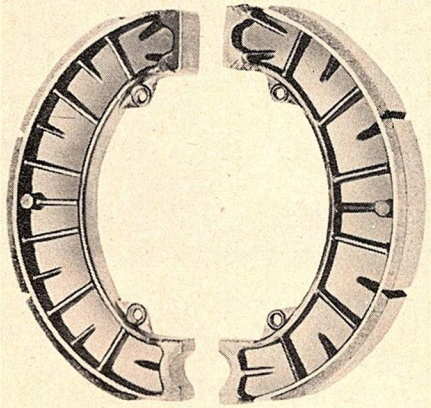
Breakthrough! Gaze on this section with a certain amount of respect and admiration, for within these pages are many bizarre and unusual ways for you to spend your money. Just when you think you've got it all, you're sure to find something else that you've GOT to have. Do not hesitate to send all of your money immediately to these people. After all, you wouldn't want to slacken the economy, would you? Be sure to tell them you read about it in MODERN CYCLE—even if you can't read. They'll never know.

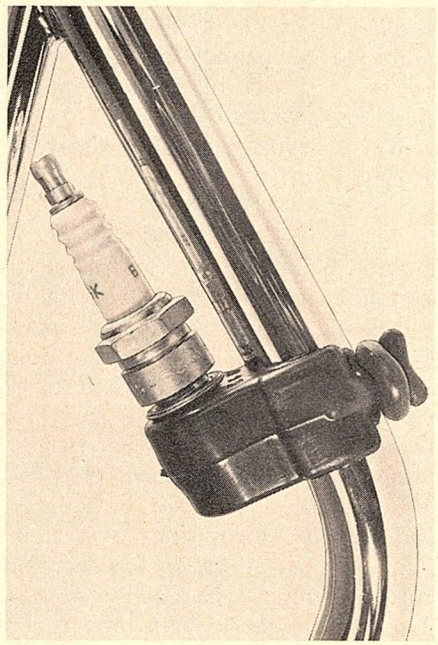
THAT'S THE BRAKES

There you are, gassin' it into the first corner and you're leading the race. Slam on the binders and nothing happens but a berm shot off the fence. Common, if you have a Bultaco, or an Ossa with foot-draging brakes.

Lakewood Cycle has come up with the answer: metallic brakes. They report 67.8% shorter stopping distances in their tests, under wet conditions and slight gains under dry conditions.

They're designed to replace stock brake shoes, and are not effected by water, dirt and heat. The manufacturer states that riders will have better bike control and will be able to go deeper and harder into corners. For test results, and/or further info., contact: Lakewood Cycle, Dept. MC, 4800 Briar Road, Cleveland, Ohio 44135.



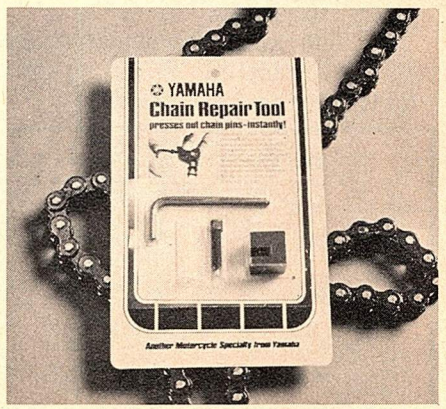


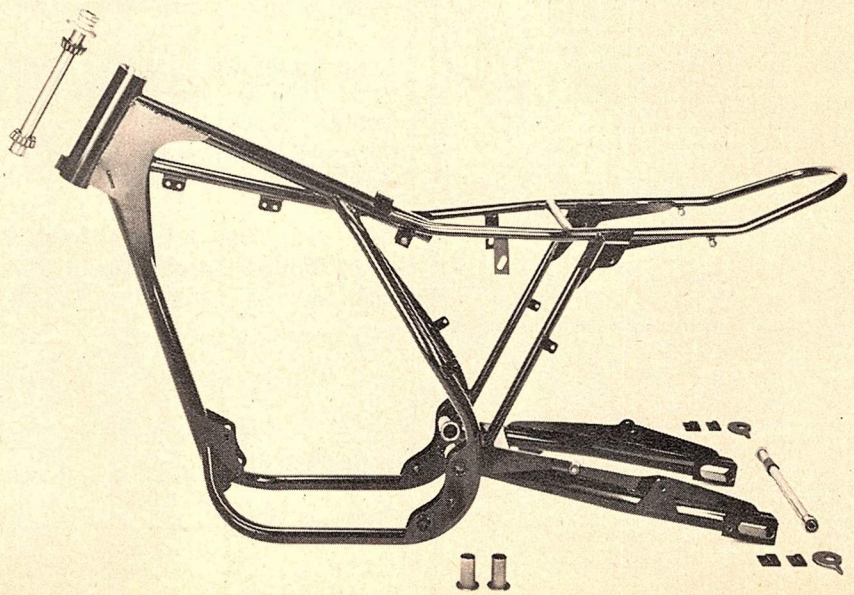
SPARE SPARK

Desert and enduro freaks will flip over this handy little item. Ken's lightweight spark plug holder is molded out of black rubber, which is not affected by gas or oil. The plug fits snugly into the unit, protecting threads and tip from moisture and dirt. Fits on all handlebars, or small tubes on cycle frames. Available one to a pack (part #T-208) and twin packed (part #T208/2). Look for it at your local shop in a red, black and white display. Dealer inquiries invited; K&N Engineering, Dept. MC, P.O. Box 1329, Riverside, Calif. 92502.

BREAK-IT!

How often have you filed, hammered and cursed trying to break a chain? Don't fret, Yamaha Parts Distributors say they have the answer: A chain breaker. It's made in the good old U.S. of A., of heat treated chromoly steel. Small size of this chain breaker enables it to be carried in many places, like pocket, shorts, or even helmet. It's been designed to fit most sizes of chain, except 960, for both street and off-road use. The chain repair tool comes with an allen headed "fully hardened" pin and an allen wrench. Look for the Yamaha Chain Repair Tool at your local Yamaha dealer.

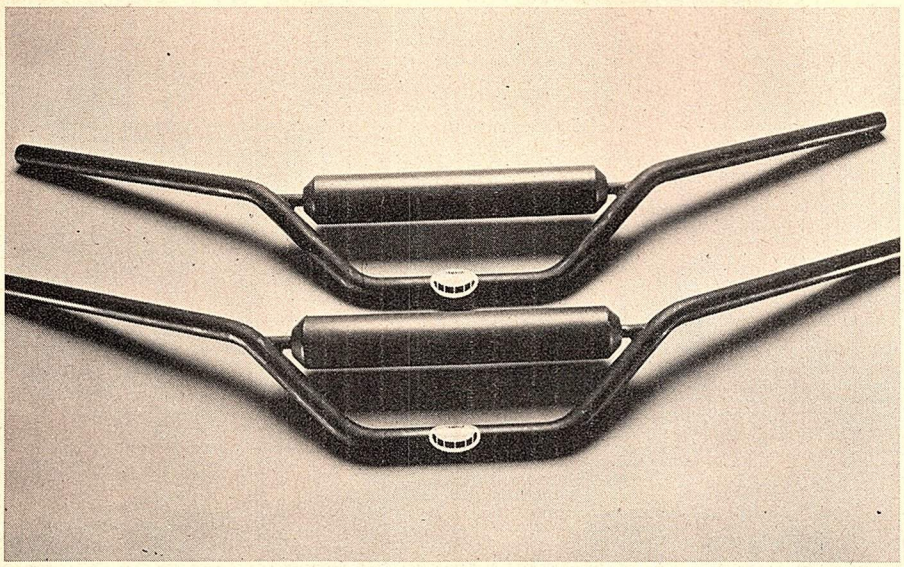




FALTA LOOK-ALIKE CONTEST

A new entry in the race for the ultimate rear suspension set-up; this time it's CZ's turn. The frame comes complete with a head stem assembly that utilizes Timken bearings, swingarm, swingarm bushings, lightweight chromoly rear axle and a lightweight wheel adjuster assembly. All other stock CZ parts will bolt right on with no drilling or modifications, claim the makers.

The frame is built from 4130 chromoly tubing and gussets are made from 4130 chromoly plate. Each frame is heliarc welded in jigs and stress relieved to add durability. Complete frame weighs less than the stock frame and is said to be much stronger. Two frames are available; one for '73 and earlier frames and one for '74 models. Available directly from CMS Products, 2134 Old Middlefield Way, Mt. View, Calif. 94043, ph. (415) 961-2446.



RUBBER BUGGY BABY BUMPERS

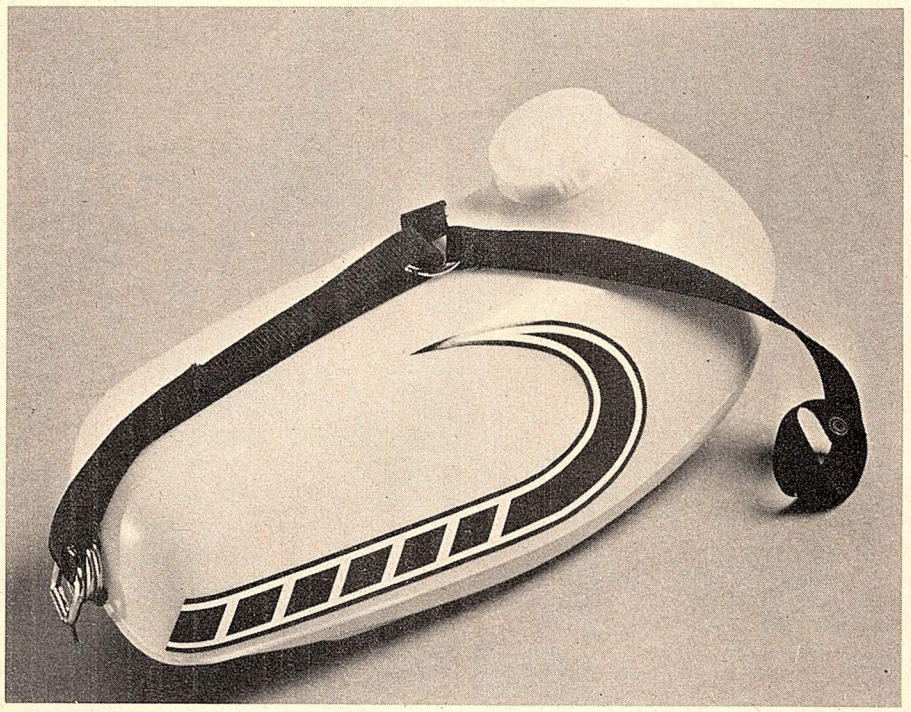
For all cross bar chewers, there is still hope. Pierre Karsmakers designed these bars for a specific reason. Everyone at one time or another who has smacked his face on the cross bar, knows that reason. The bar is made of chromoly tubing, anodized for lasting appearance. Cross bar has a molded-on rubber pad that meets D.O.T. specs. for automobile dashboards and pad also works well for teething ring for your pet gorilla. These bars are made in the states and are available at your local Yamaha dealer. Go smack your face against one and see how it feels.

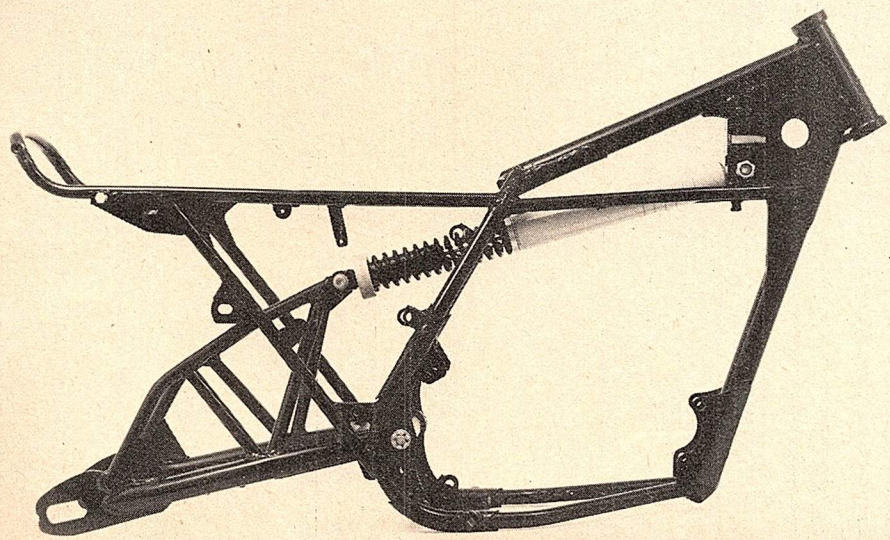
ANOTHER PLASTIC TANK

Yes, another plastic tank has hit the scene, this one from Yamaha Parts Distributors, Inc., Buena Park, Calif. The large capacity cross-link tank is designed to fit 73 and 74 250MX, 360MX and even the 500cc. They claim it will even fit the early DT 250 and DT 360; just what you need to finish off your DT-1. Comes in hi-visibility yellow, with a large leak-proof filler cap. No more gas soaked leathers, or burning crotch at the end of each race. Accepts standard Yamaha petcock with no modification. Mounting is accomplished by a nylon hold down strap like the YZ's.

The tank is manufactured in the United States and has been tested by the Yamaha motocross team, in competition and comes with a spiffy decal and all mounting hardware. Separate decals can be purchased also.

The Yamaha Plastic Tank is available only through Yamaha dealers, so check it out.





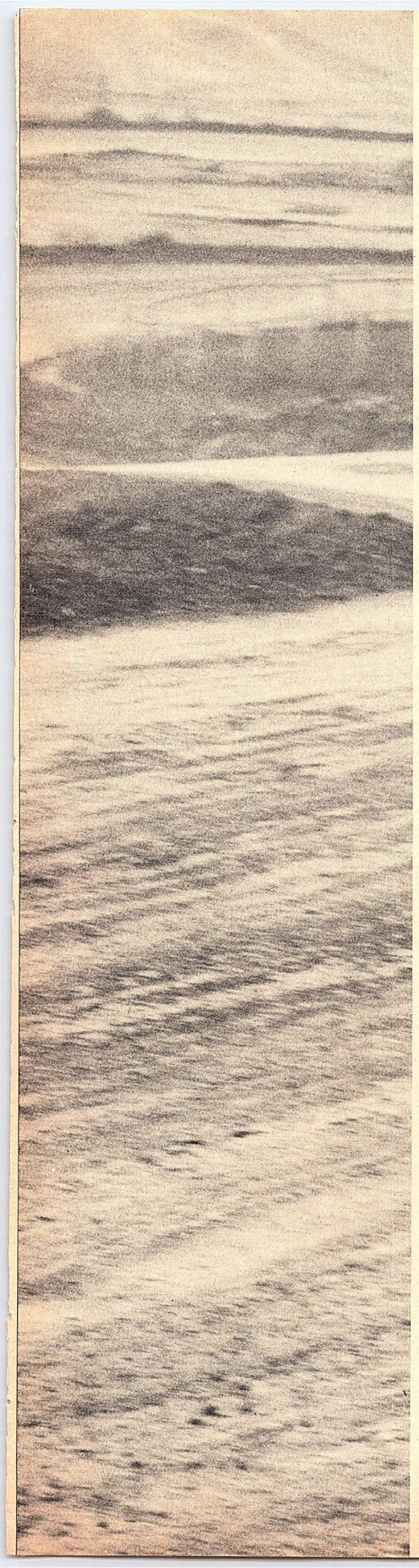
PIERRES REVENGE

Now you can have the same set-up as the factory Yamaha teamsters, a monoshock kit for your stocker, sez Comp. Dynamics. The kit comes with a specially designed and adjusted gas/oil shock unit which accepts all standard S & W springs, a complete cantilever swingarm, a sub-frame shock mount assembly, bolts, fasteners and complete installation instructions.

Monoshock kits are available for: Suz. TM 125 and TM 400, Yam. YZ 125 and YZ 250, Honda CR 250 Elsinore, other Yamaha and Kawasaki KX models.

Prices range from $219.95 to $239.95. For more info. call or write: Competition Dynamics, 5835 N. 16th St., Phoenix, Ariz. 85016. Ph. (602) 263-9397.

(Text continued on page 70)



DUAL TEST

250-400

MAICO GP RACERS

Radical changes in the '75 radials.

By the Editors of MODERN CYCLE

WELCOME TO A departure from the Brand X tests so prevalent in motorcycle magazines. This first-of-a-new-generation test in *Modern Cycle* will vary in several respects from the norm.

Firstly, the emphasis will be on information. The kind of information you cannot find out unless you're on the inside. As we test each bike, we'll show you what the top line pro shops do to keep the bikes alive and running at their best. More than half of each test will be given over to The Inside Hot Set Up. The dozens of little details that no shop manual will tell you about. We'll let you know how to beef up the things that normally fail under the stress of racing.

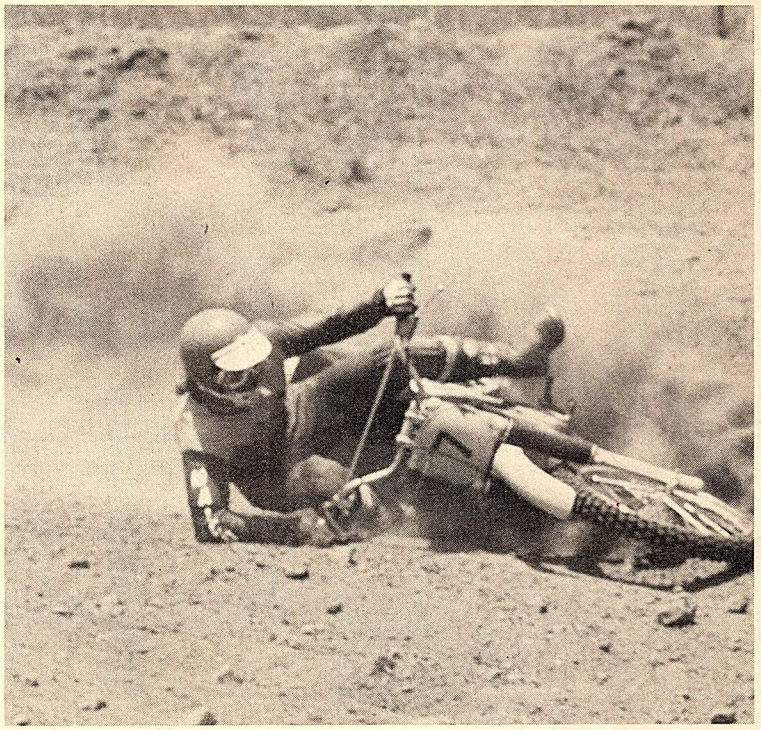
And, every bike has things that can cause a D. N. F. We'll find out from the pros who keep the bikes running. We'll pick their brains dry and pass this info on to you.

To some people, this information will be next to useless. They'll never ride their bike hard enough or often enough to stretch it out. But if you ride your bike hard and demand performance above the ordinary, this hard to get info will make you happier than a geek at a chicken farm.

In the plastic air box of each and every 1975 Maico, you'll find a funky owner's manual that tells you all manner of MX trivia. Right up front in this journal of understatements and mis-spellings, is a legend that goes something like this: "Description of machine . . . The Maico MC 250, 400, 440 and 501CCM motorcycles are very high performance competition motorcycles which are designed for off-road use in difficult terrain or on an MX race track."

No one who understands dirt racing machines will argue with this statement. Love them or hate them, all agree that Maico's strong point is uncanny handling. Yet, the big secret about their handling is understood by only a few—and, an even bigger secret—the handling was designed by accident.

Many motorcycles have the same



Jim Mercier finds the limit of adhesion on the 250.

frame geometry as Maico—yet handle entirely different. The big secret is the front end. Not because the forks have so much usable travel (even though that helps), but because of the relationship of the axle to the forks to the steering head.

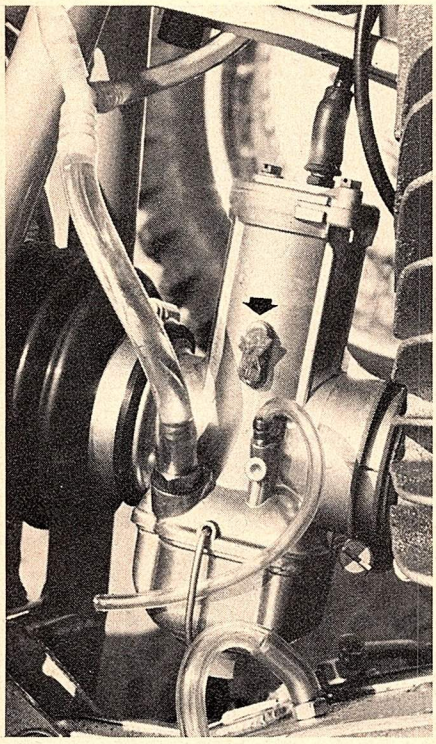
Take a close look at the steering head of most any bike, and you'll see that the fork tubes are set out quite a bit from the steering head. Suzukis, Yamahas, etc., are especially noticeable. Refer to Photo A to see what we mean. Big gap, eh?

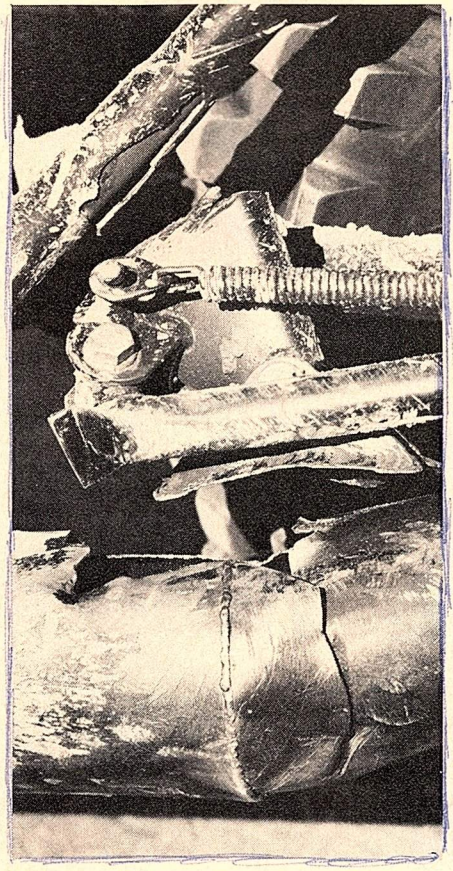
Now, peek at Photo B, and you'll see that the steering head and the fork tubes are very close. Almost even, in fact. OK. Back to Photo A and you'll see that the axle is right at the bottom of the fork leg, like most of the axles are on most of the motorcycles. Back to Photo B (pant, pant . . . jeez, what a lot of work to prove a point) and you'll notice that weird axle position that is characteristically Maico. Hangs out there right on the front end of the fork legs.

Without going into a paralyzing seminar on rake, trail and related foof, let's just flatly say this is why the front end sticks so well in the corners. And once the front end sticks like it should, it is then a relatively simple matter to make the rest of the bike behave by balancing the chassis with proper wheelbase, swingarm length and location.

But, like we said earlier, this unique front end design was *not* the result of countless hours of engineering thought and planning. Here's the story as related to us by our source. It seems that some years ago, the Maico factory had a pathetic little

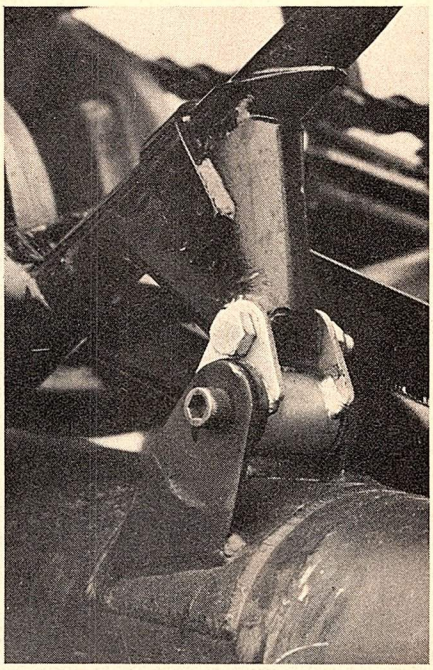
38mm Bing is used on both bikes. That dab of epoxy (see arrow) is a must. It keeps the carb slide locater tight and dust free.





Here's what can happen to the frame and pipe if you insist on using the kick stand. This wasn't a test bike—just thought we'd warn you.

Smart riders rubber mount the pipe hanger with a Girling shock bushing and end all cracking problems.

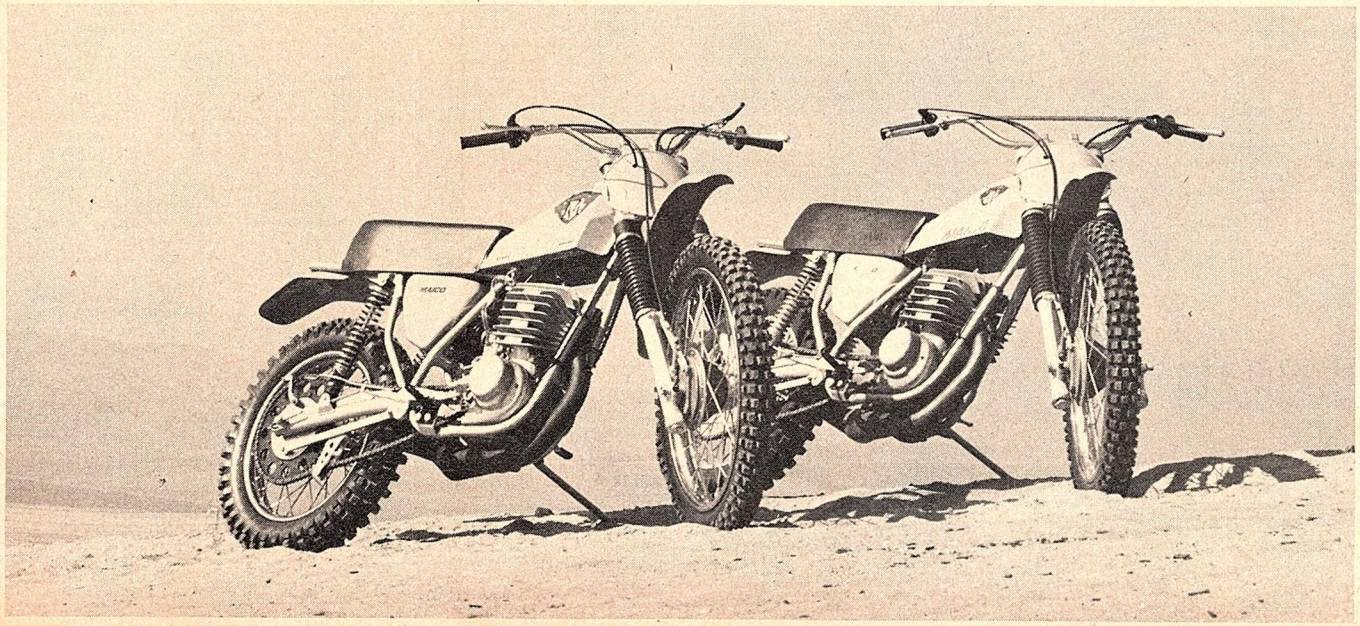


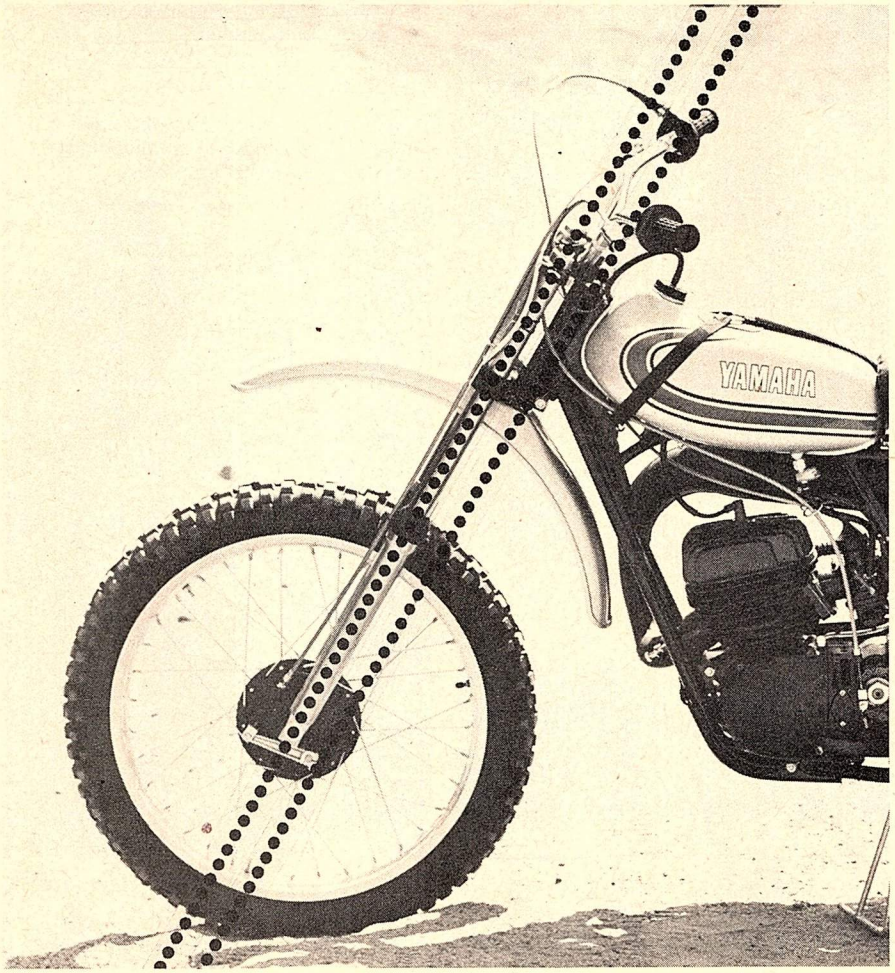
175cc motorscooter called a Maicoletta. This wretched piece of transportation had small, donught type wheels and handled like a three-legged washing machine on the spin cycle. Later, they had to put a set of larger wheels on it, but the forks wouldn't accept this without the front wheel bumping into the frame.

So, rather than modify the frame, they merely relocated the axle position. It was cheaper and let the wheel move up and down properly and—surprises—it actually made the scooter handle a bit better. Naturally, when Maico got into the off-road game, they used every piece of tooling they had laying around and tried to make it work. Fortunately, for them, the fork design from the scooter was a natural. And once it was made of a lighter material than the original cast bridge abutments, it proved to be among the finest units in use.

Which, in a roundabout fashion, brings us to our test bikes: the 1975 250 and 400 Production GP Maicos. We didn't include the 450 in this test simply because the 400 is a better motocrosser under most conditions. None of the top line factory riders use the 450 anywhere but on a few sandy courses that are horsepower robbers. They sap strength from riders much more than a 400, even though they have about the same horsepower on top. However, the torque down low and at midrange is almost enough to rip the bars out of a riders hands. Especially when he's tired.

Both machines come standard with the forward mounted shocks that are now almost totally dominating racing in the dirt. Other than the new Ya-

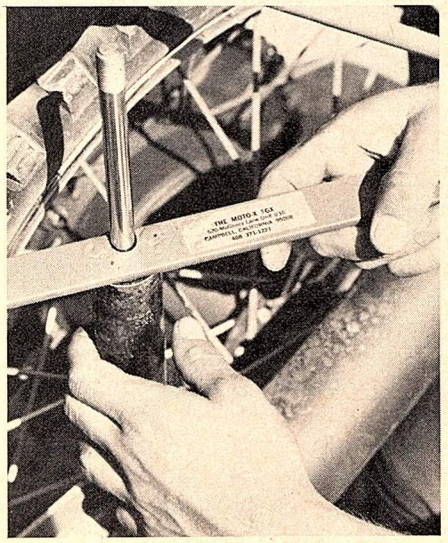


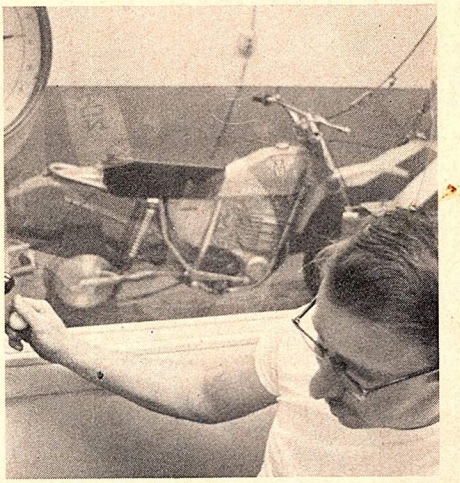


(Photo A) There's a noticeable distance between the steering head and fork tubes on this Yammer.

Phitz the Great shows us the new pipe end that did wonders on the 400.

Our 400 came with the Konis set way too soft and with a partial air lock in the left shock. The MX Fox tool made quick work of the problem.





Impressive 39.9 at the rear wheel registered on the Skyway dyno.

(Photo B) While a typical Maico is almost even.

maha monoshock, and the Maico method, all other attempts on variations have so far proved to be marginal at best and, more often than not, outright failures. The sharply angled shocks seem to be suffering most.

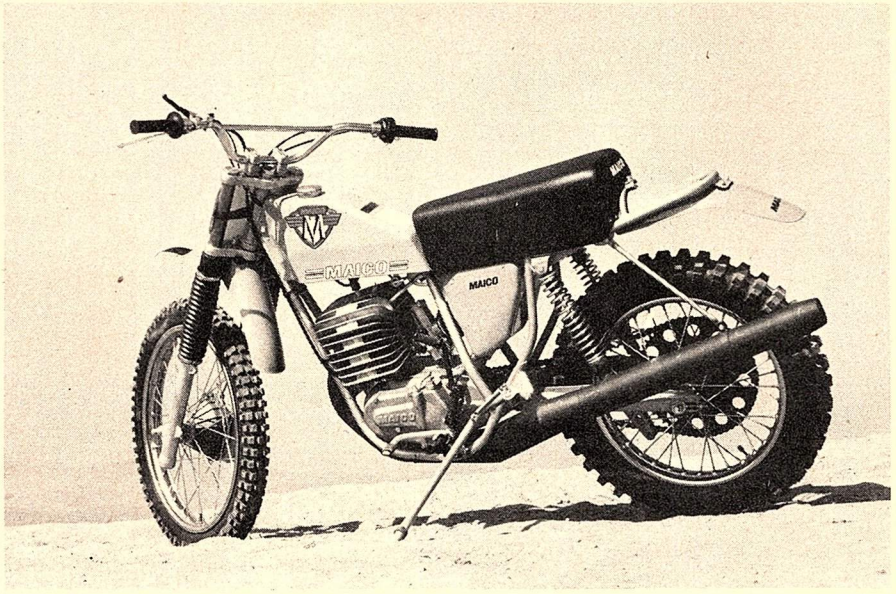
It seems strange that very few motorcycles come standard with Koni shocks. The only ones that come to mind are Moto Guzzi, some of the Penton models and the new Maicos. These are the new "D" series shocks, made especially for the increased loads of long travel rear ends. Spring rate is right at 100 pounds and it seemed to work for almost everyone. We had test riders ranging in weight from 150 to 220. Whoops. Jody Nicholas was out test riding with us one day, and he felt the rear end was a bit stiff for his 123 pounds of body weight.

Shocks on our test 250 gave us no problem and required no change in damping or preload. The 400 came set up all wrong front and rear and we had to dismantle the shock and firm up the damping. Additionally, the 400 came with a horrendously heavy oil in the forks and one of the breather caps was jammed shut. After draining the forks and flushing them out with some pre-mix, we poured in seven ounces of Torco 30 weight fork oil in each fork leg. This improved the front end greatly. We'd advise every new Maico purchaser to go completely through his bike and check not only oil qualities and levels, but all nuts and bolts as well. We've heard reports of clutches being shipped from the factory with loose nuts on more than one occasion.

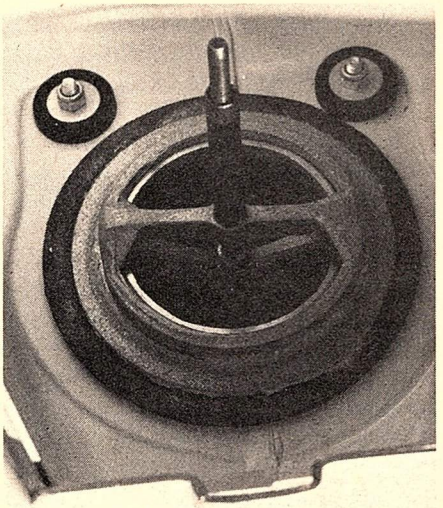
Once we shaped up and prepped both bikes to our satisfaction (about three hours work for two men), we rode the snot out of the bikes, stopping only to check spokes, nuts and bolts. Both of our test bikes came with marginal steel rims and after an hour of hard riding, the spokes had been adjusted several times. We squared rims on the two bikes by the second test session. At the end of a full month of test riding, the front wheels on both bikes were wasted and needed replacing, while the rear wheels were still in acceptable condition.

Testing took place at Valley Cycle Park, Indian Dunes and Saddleback. At no time could the course conditions be called anything other than grim. People who live in the Mid-west

Front end bites well, even on slow speed, tight turns.



400 Maico comes with the bazooka pipe as standard equipment.



250 uses Skyway on end of long, narrow stinger. Poppy-bodied shocks with stock Koni internals worked fine.

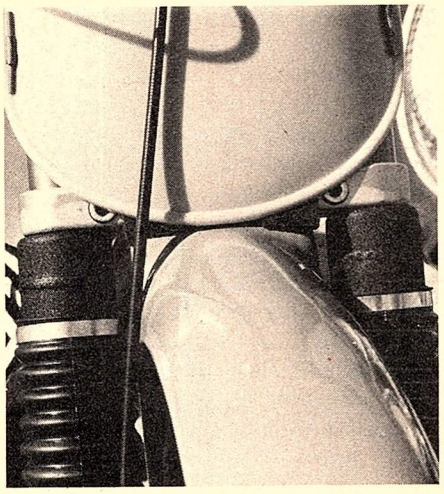
and East coast have no idea how fine some of their tracks are compared to the baked enamel surface that is characteristic of So. Cal. Traction is marginal and the bumps all get square edges. No deep loamy soil like they have in Byron, Illinois—or red crusty sand like MotoMasters in New York. Just pure junk. Wheel squaring, dust choking, frame breaking ruts with unimaginative hills.

Fortunately, however, this is the kind of terrain that points out handling mannerisms of a bike quickly and painfully.

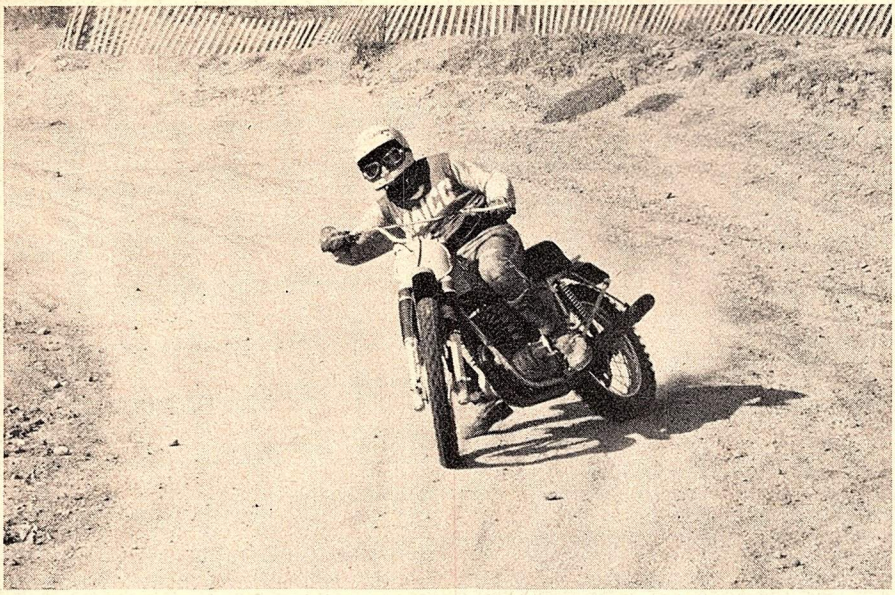
The suspension on the test bikes did a superb job of sucking up the jolts on these tracks. We found that a thirty minute moto was within the capabilities of the stock shocks on the 250, while the 400 started to fade at right around twenty minutes. Big bikes always pound suspensions more than little bikes; power pulses are harsher and straightaway speeds are higher.

The Konis that come from the factory do not have coolers on them, but will last longer than conventional Konis. As an experiment, we slipped on a pair of Poppy finned aluminum bodies, utilizing the stock innards and springs. Problem solved. We even ran the 250 in a desert race and the shocks didn't fade. The same shocks were then tried on the 400 and they worked fine until a seal blew in the left shock after the fourth ride.

Most riders will be delighted with the rear end of either bike until shock fade sets in. When this happens, the springs get violent and the rear end returns quicker than it compressed. What happens next is usually called "fear." The rear end makes the front end dive and even bottoms the forks out on bigger bumps—something that doesn't happen when the shocks are cool and functioning. At this point, the rider must adjust his speed downward or start working a lot harder. Or crash. Unless the



400 has shorter fork boots and two caps welded together.



Nate Sciacqua comfortably slides the 400 on bone dry surface.

Jody Nicholas (of road racing/flat trackin' fame) helped us with the test riding. He's working for OSSA now.

bike is to be ridden in short races (under a half-hour), the installation of some sort of effective cooler for the shocks is an absolute must.

Nothing else will have to be done to the bike to make it completely race-ready, other than normal pre-race check-overs. The extra pound-and-a-half weight of the wheels (compared to alloy rims) is not felt. Most of the details that used to plague Maico owners in the past have been taken care of. Examples: Twin Air filter and teflon cables are stock!

So, go race the machines.

Here's what you'll find.

RACING THE 250

It's probably the easiest bike around to ride quickly. If the course is fairly flat, standard gearing is perfect. However, if there is at least one serious hill on the track, gearing will have to be changed from the stock 11-59 to 11-64. If a 64-tooth sprocket is used on the rear, you'll have to elongate the chain guide, or the chain will saw it in half. Stock, it's OK.

Acceleration is smooth and powerful off the line, but under good traction conditions, Montesas and YZs will edge it into the first turn. When it's tractionless, it'll probably beat those slightly more powerful bikes.

Due to the almost even weight distribution, the front end stays down while accelerating, unless the rider wants it to come up. This leaves the rider with the simple chore of stomping on the gear shift lever and wringing the throttle. Gear ratios are very close together and after a few hours of break-in, shifting is easy enough to be casual about. Just bang, bang, bang. Slop it through the gears.

Most first turn tactics call for a bunch of slithering and slewing around while avoiding death and destruction. Here, the precise steering of the Maico allows the rider to maintain a healthy rooster tale while sideways and still change lines with the front end. As long as some weight is forward and the gas is on, the front end will be the last to go when the limit is reached. You can hang the ass-end out very far while keeping the bike vertical, allowing maximum drive under skidding conditions.

If you do pass the limit of knob/earth relationship, the bike will warn you and can usually be saved by climbing waaaaay forward on the tank hunting for traction with judicious use of the throttle. If you

TECHNICAL DATA SHEET

Name and model	Maico 250 CCM	Maico 400 CCM
Price, suggested retail (approx.)	$1500	$1600
Motor	Air cooled, piston port, two-stroke	
Bore/stroke	67mm/70mm	77mm/83mm
Displacement (cc)	247ccm	386ccm
Compression ratio	12:1	12:1
Brake horsepower (SAE) or (DIN))	27.9 @ 7000 rpm actual SAE	39.9 @ 7000 rpm
Carburetion	38mm Bing	38mm Bing
Recommended standard jetting from factory:		
Main jet	175-180	180
Needle jet	280-285	285
Pilot (low speed jet)	35	40
Needle position	As required	As required
Idle air screw (No. of turns)	1½ turns (As required)	1½ turns
Ignition	Internal rotor magneto with external second ignition coil	
Recommended spark plug	Champion N2 or N2G	
Specified timing & spark plug gap	2.8 to 3.2mm BTDC gap—.026	3.5 to 3.7mm gap—.026
Primary drive	Double row chain	Triple row chain
Final drive	⅝x¼ chain	
Gear ratios	1—1.99; 2—1.52; 3—1.23; 4—1.0	
Air filtration system	Twin air foam filter in still air box	
Lubrication	Oil in gas (pre-mix)	
Recommended oil and ratio of mix	Castrol GP at 20:1	
Fuel tank capacity	5.5 or 8.5 liter capacity—varies	
Oil tank capacity (if any)	N/A	
Recommended gasoline (factory)	Premium	
Frame (type)	Double down-tube chrome moly	
Wheelbase	55½ in. to 56½ in. adjustable	
Steering head angle	60 degrees	
Trail	140mm	
Ground clearance	210mm	
Seat height	33 in.	
Front suspension	Hydraulic with external springs. 7½ inches travel	
Rear suspension	Swing arm with type D Koni shocks	
Wheels:		
Front	1.60x21 steel chrome or alloy	
Rear	1.85x18 steel chrome or alloy or 2.15x18 aluminum alloy	
Tires:		
Front	3.00x21 Metzler knobby	
Rear	4.50x18 Metzler knobby	
Brakes/hubs:		
Front	Conical aluminum, twin shoe internal	
Rear	Conical steel, twin shoe internal	
Fuel tank material	Fiberglass or aluminum alloy (varies)	
Fender material	Fiberglass front and rear	
Instruments (if any)	None	
Weight (actual) full tank of gas	232 lbs.	239 lbs.
Percentage on front wheel	46%	
Percentage on rear wheel	54%	
Exhaust system	Expansion chamber—low pipe	
Silencer/spark arrestor (if any)	Skyway silencer	Factory silencer/arr.
Starter (kick, electric, location)	Right side kick starter, folding	
Primary start	Yes, but not many people know it	
Guarantee, if any	None	
Intended purpose of bike (from mfg.)	Racing	
Country of manufacture	Germany	

choose to back off, however, it is *not* impossible to highside. The 250 Maico likes throttle and works best under power. With the smooth spread of horsepower, it's hard to get into trouble by indiscriminate twisting of the right hand. But the 400 . . . ahh, that's another story entirely.

RACING THE 400 MAICO

No matter how you look, peek, peer, poke or prod at it, 39.9 is a lot of horsepower. At the present time, it's the highest reading we have seen on a dyno from a stock 400cc motorcycle. What this means to the rider, is simply this: watch out. Tweak the throttle like you did the 250 and the front end will claw up and giant sections of earth will blast from the big Metzler. You can most assuredly get into a world of trouble on the 400. The kind of trouble that will cause your shorts to be stained indelibly and embarrassingly.

Test riders who comfortably put 40 minutes of brisk riding time on the 250, were burned out in twenty on the bigger bike. Even though the scales show a small weight difference, the 400 feels much heavier.

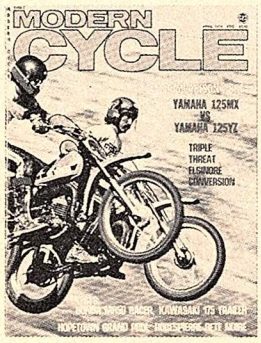
Maximum horsepower alone doesn't make a winner, but the 400 has astounding pulling power all through the range. Second gear starts are possible under all but the most tacky conditions. Getting into the first turn in the lead depends on how good the rider is at getting all that ferocious grunt to the ground. Too much throttle and the rear wheel spits wasted fractions in the air. Not enough, and the tire bites and the front end raises, threatening a loop. A successful rider will have to play with increments of the throttle most of the time, seeking out traction like a snuffling puppy-dog.

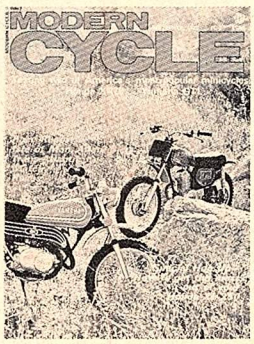
On most corners, the 400 behaves like the 250 and steers with the same biting precision. But, occasionally, on a bumpy turn, too much throttle will lurch the rear end through a rut and make the Maico take a swathing hop. As long as the rider keeps the power on, the bike *will* straighten itself out. But, woe be unto the poor bastard who panics and shuts off. The radial will drive him into the ground like a railroad spike.

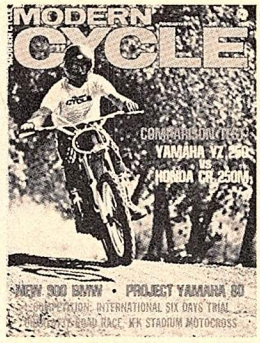
Best results will be obtained with the big bike by keeping it in the highest gear the motor will pull. Make the engine almost lug—not scream. While it may not sound like you are

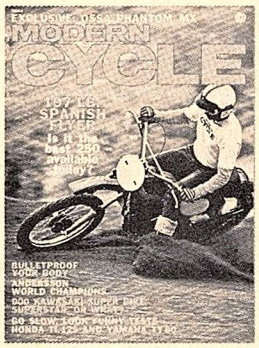
(Text continued on page 72)

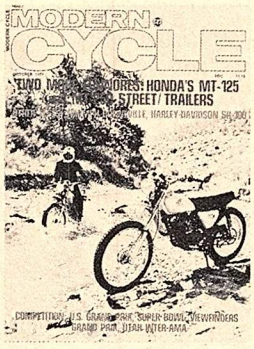
BACK ISSUES WHILE THEY LAST!!

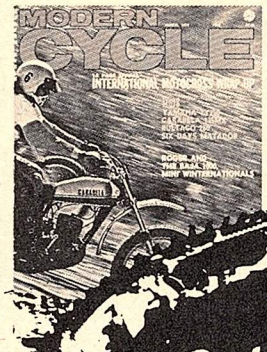


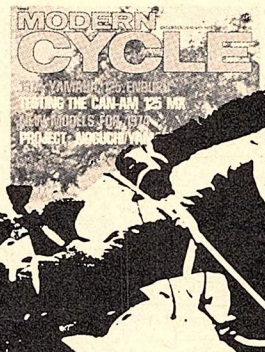


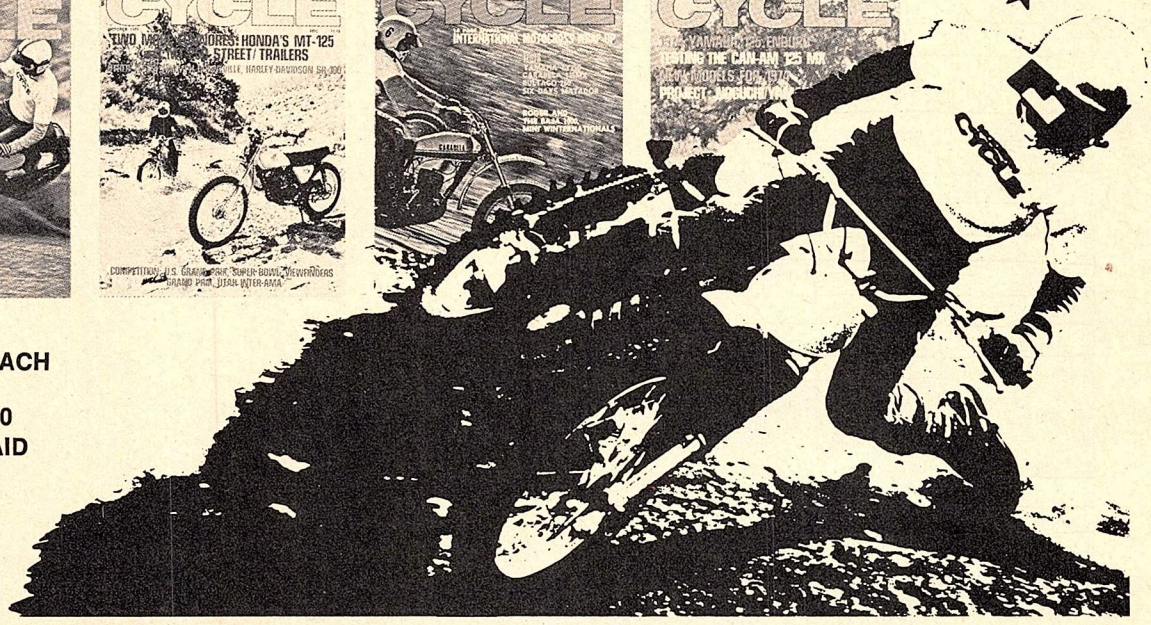












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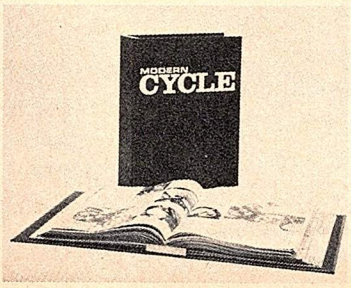

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- **Lightweight aluminum alloy construction**
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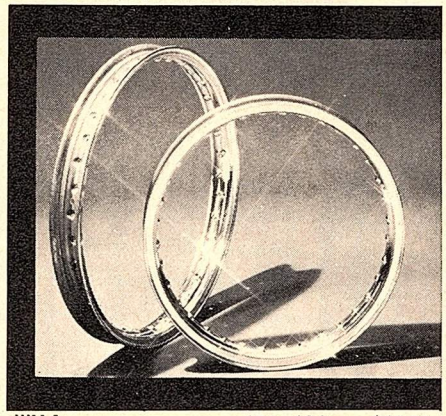

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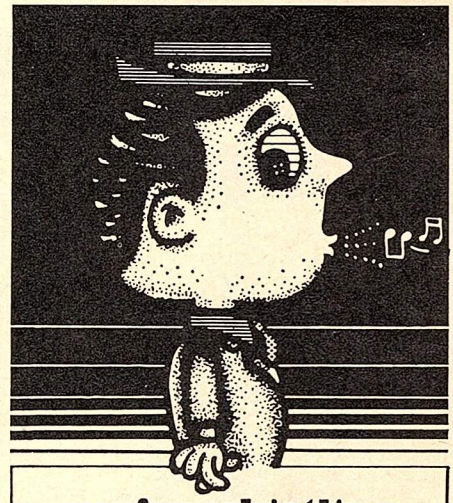

you're whistling in the dark.

. . . if you haven't had your blood pressure checked lately. You could have high blood pressure and not know it. It can lead to stroke, heart and kidney failure. See your doctor—only he can tell.

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MIKUNI CARB SECRETS

I CAN SEE CLEARLY NOW . . . DOOBEE, DOOBEE, DOOO . . .

Put this in your toolbox and don't let anyone see it.

By Rick Sieman

and lots of help from Mikuni American's Frank Ryan

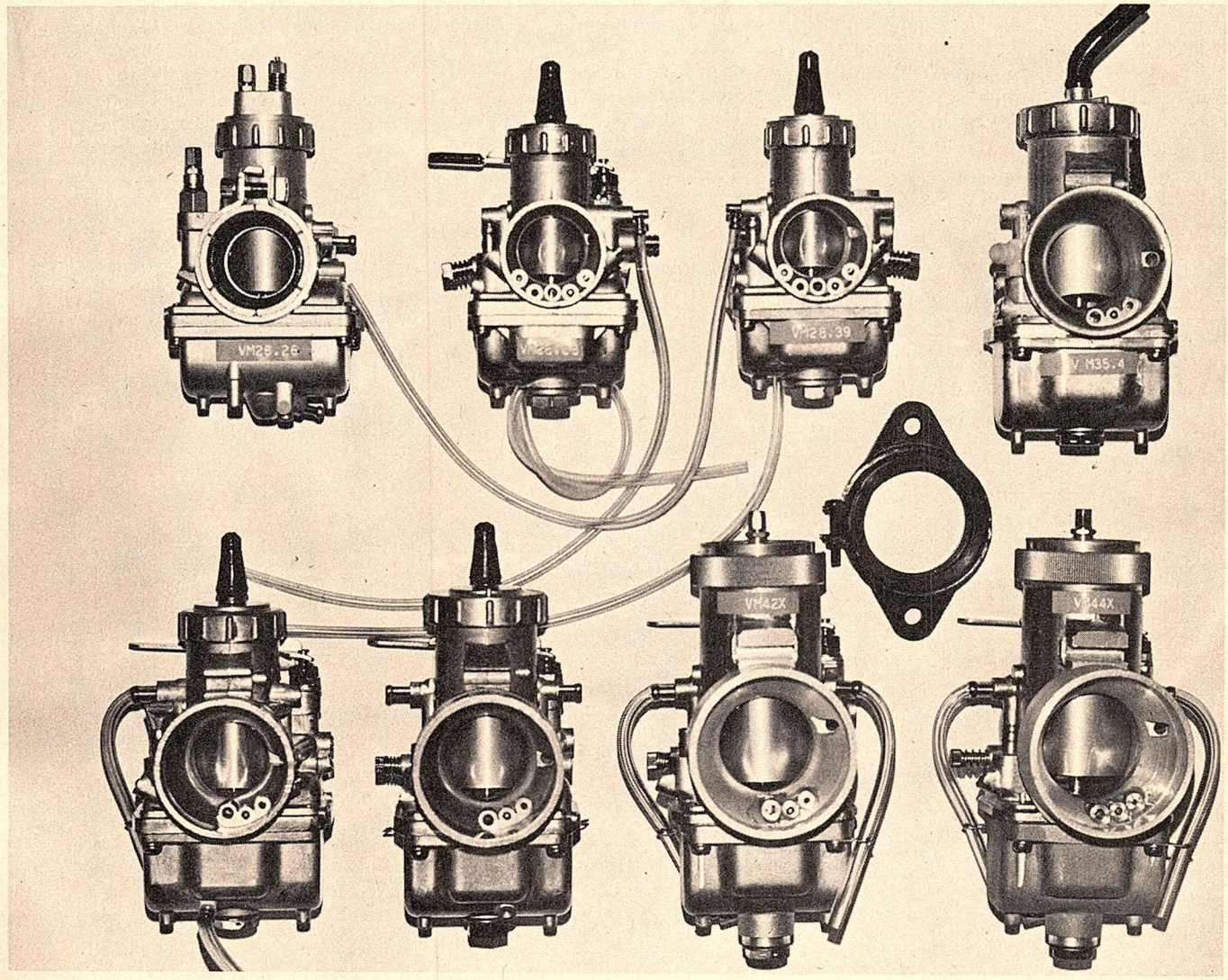
PICK UP JUST ABOUT any copy of *Cycle News* and grovel through the want ad section and you'll see bike after bike that has received the Mikuni treatment. "FOR SALE. 1971 Bultaco Pursang 125 with 44mm Mikuni. Never raced, etc."

Daily, Amals, Jikovs and other carbs get put on the shelf and some poor soul bolts on a "Mike." Why do we say poor soul? Mostly because very few people know how to properly jet a Mikuni—and end up with substantially less performance than they started with.

This doesn't have to be the case. The Mikuni is a highly advanced, precision mixer that should allow almost any bike to run cleanly throughout the rpm range.

Should.

That's the magic word. Once you get armed with the information in the following pages, much of the mystery should be gone. If you take the time to carefully read and understand how the carb works and where to make the necessary jetting adjustments, all the confusion should end. The Mikuni is only mysterious because tuning information is so hard to come by. And the information that *is* available, is very hard to comprehend. We spent some time with Frank Ryan (of Mikuni American) and pumped him for all the facts we could gather. He was most generous with specs, charts and ideas.



What we have attempted to do here, is pass on to you the most vital data you'll need for your performance machine. To cover all the ranges of Mikuni carbs would take a book or two. The carbs we have concentrated on are those

that you'll find on most of the bikes, in most of the garages in this country.

BEFORE YOU START TUNING OR CARB SWAPPING

Make sure that your machine is in good working condition. There is no reasonable way you can expect to properly jet a bike with bad seals, or sloppy rings. If you don't know the condition of your machine, then you have no business attempting a carb swap (or adjustment) in the first place.

Chances are, if you already have a Mikuni as standard equipment on your bike, you won't have to read a good deal of this stuff. However, if you're one of the many who want to make a swap, then you should choose your carb carefully. In these pages, you'll find charts giving types and sizes for Mikunis ranging from 28mm to 44mm. One of these should do the trick. Let's assume that you have a 250 Pursang and can no longer stand your Amal carb. Understandable. Look in your owner's manual and find the actual displacement, rated horsepower and peak rpm. Now, flip through some books, magazines or brochures and find a bike of roughly the same type that comes standard with a Mikuni. Don't attempt to match a trials bike's carburetion to a motocrossers. And don't attempt to use the carb off a mildly tuned "torquer" on an 8500 rpm screamer.

A reasonable start would be a 250 Yamaha MXer. Find out what the bike is supposed to use as standard jetting. That shouldn't be too hard. Most manuals give you the factory recommended jetting in the funky little owner's booklet. Either attempt to buy a carb of that specific type for a Yamaha, or at least one of the same size.

Starting with that jetting should put you at least in the ball park. Don't hope to bolt a 36mm carb on a bike that calls for a 32, without spending a fortune in brass buying and much aggravation.

Before you start jetting your new carb, make sure that your bike is properly timed, has a clean filter and a fresh plug. If you have any doubt, start jetting rich and work your way down.

Start the bike and check for irregular running conditions.

When the carburetor setting is not correct for the engine, various irregularities are noticed. These can be traced to two causes as a whole.

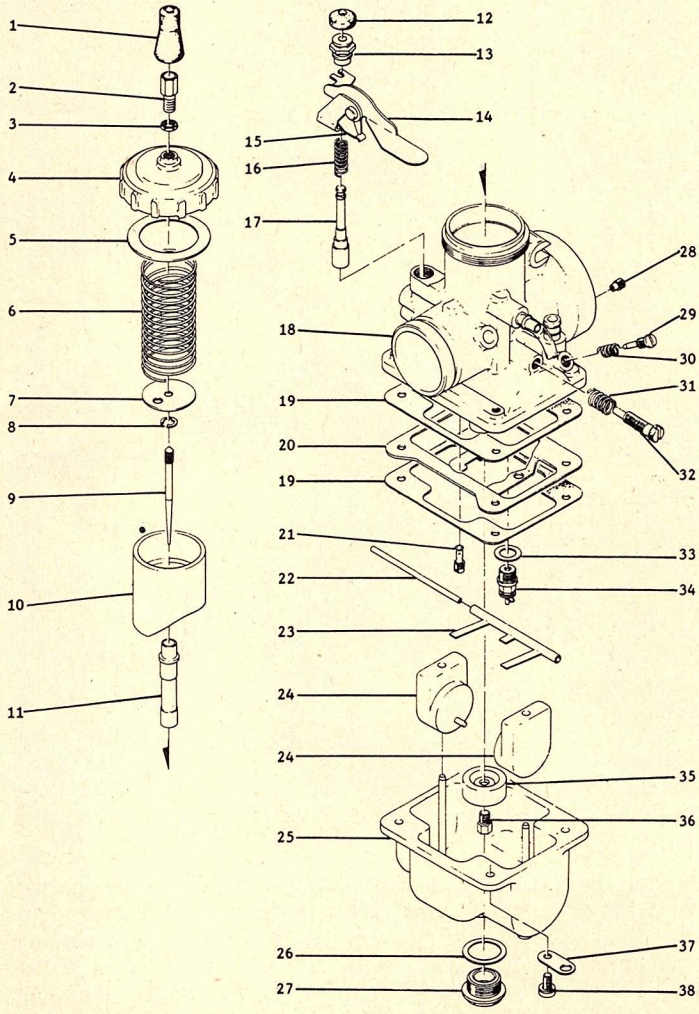
(1) When an air-fuel mixture is too rich:

(a) The engine noise is dull and intermittent, and loads up easily.
(b) The condition grows worse, when the choke is opened.
(c) The condition grows worse, when the engine gets hot.
(d) Removal of the air cleaner will improve the condition somewhat.
(e) Exhaust gases are heavy.
(f) Spark plug is fouled easily, and has a black color.

(2) When an air-fuel mixture is too lean:

(a) The engine gets overheated.
(b) The condition improves, when the choke is opened.
(c) Acceleration is poor.
(d) Spark plug shows grey or white lean readings.
(e) The revolution of the engine fluctuates and lack of power is noticed.
(f) Pinging, or detonation is evident.

Before you change *anything,* read this article and learn what to change and how much you should change it. You could easily spend forty to fifty dollars on jets, needles and slides if you don't understand procedures and increments of adjustment available.



EXPLODED VIEW OF TYPICAL MIKUNI CARB

1. Rubber Cap, Throttle Cable
2. Cable Adjuster
3. Locknut, Cable Adjuster
4. Top, Mixing Chamber
5. Gasket, Mixing Chamber Top
6. Spring, Throttle Valve
7. Plate, Needle Retainer
8. "E" Ring
9. Needle
10. Throttle Valve
11. Needle Jet
12. Rubber Cap, Starting System
13. Fitting, Starter System Plunger
14. Lever Assy, Starting System
15. Leaf Spring, Lever Positioning
16. Spring, Starter Plunger
17. Plunger, Starting System
18. Body, Mixing Chamber
19. Gasket, Float Chamber
20. Baffle Plate, Float Chamber
21. Pilot Jet
22. Pin, Float Arm Hinge
23. Float Arm
24. Float
25. Float Chamber
26. Gasket, Float Chamber Plug
27. Plug, Float Chamber
28. Air Correction Jet
29. Screw, Air Adjusting
30. Spring, Air Adjusting Screw
31. Spring, Idle Adjusting Screw
32. Screw, Idle Adjusting
33. Gasket, Needle & Seat Assy.
34. Needle & Seat Assy.
35. Cup, Fuel Retaining
36. Main Jet
37. Plate, Vent Tube Retaining
38. Screw, Float Chamber

COMPLICATED LOOKING PARTS LIST

A FEW WORDS ABOUT THIS CHART

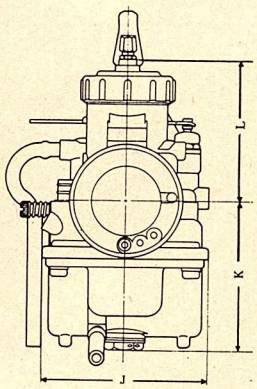
Don't panic. All these numbers need not concern you. The only numbers that you'll need to peer at are the ones that are for your particular carb. Take an example: You have a 28mm carb, and because you are impossibly clumsy, you have lost the big spring inside that makes the slide go back to where it was in the first place.

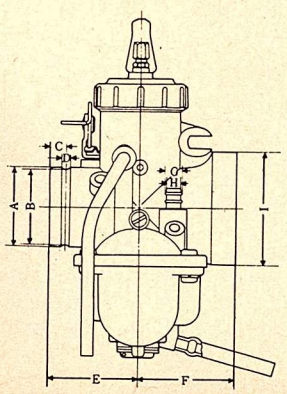
Hokay. Go to the exploded view of a Mikuni and look at the drawing. Lessee, the spring is number 6 and is called "Spring, Throttle Valve," its full Christian name.

Now, take your grubby index finger and run down this chart until you find number 6 under the heading, VM28-49. Hah! The correct part number is VM28/58. Now you can fix the man behind the parts counter with a steely-eyed look and demand the exact part number. He should be visibly impressed. One word of caution. The variable things (like jets, slides, etc.) are given a number that is the name of the grouping. There will be numbers within that grouping. We've got yet another chart for that stuff. Be patient.

	VM28-49	VM30-44	VM32-33	VM34-20	VM36-4	VM38-3	VM40-1	VM44-1
1.	VM26/46	VM26/46	VM26/46	VM26/46	VM26/46	VM26/46	VM26/46	VM26/46
2.	M21/14	M21/14	M21/14	M21/14	M21/14	M21/14	M21/14	M21/14
3.	B30/247	B30/247	B30/247	B30/247	B30/247	B30/247	B30/247	B30/247
4.	VM26/56	VM34/27	VM34/27	VM34/27	VM36/09	VM36/09	VM44/05	VM44/05
5.	-------	-------	-------	-------	-------	-------	-------	-------
6.	VM28/58	VM34/50	VM34/50	VM34/55	VM34/55	VM34/55	VM44/13	VM44/13
7.	VM28/132	VM34/31	VM34/31	VM34/31	VM35/09	VM35/09	VM44/09	VM44/09
8.	M19/10	VM20/369	VM20/369	VM20/369	VM20/369	VM20/369	BS32/126	BS32/126
9.	J8-5F03	J8-6F5	J8-6DP5	J8-6DH3	J8-6FJ6	J8-6DP1	J8-7F6	J8-7F6
10.	VM28/56	VM28/156	VM28/156	VM28/156	VM36/13	VM38/02	VM40/02	VM40/02
11.	VM30/38	VM34/05	VM34/05	VM34/05	VM34/05	VM34/17	VM44/10	VM44/10
12.	VM28/455	VM20/455	VM20/455	VM20/455	VM20/455	VM20/455	VM20/455	VM20/455
13.	MD16/30	VM20/456	VM20/456	VM20/456	VM20/456	VM20/456	VM20/456	VM20/456
14.	VM28/51	VM28/124	VM28/124	VM28/124	VM28/124	VM28/124	VM28/124	VM28/124
15.	VM26/09	VM32/17	VM32/17	VM32/17	VM32/17	VM32/17	VM32/17	VM32/17
16.	VM16/42	VM16/42	VM16/42	VM16/42	VM16/52	VM16/42	VM16/42	VM16/42
17.	VM26/115	VM18/144	VM18/144	VM18/144	VM18/144	VM18/144	VM18/144	VM18/144
18.	VM28SC	VM30SC	VM32SC	VM34SC	VM36SC	VM38SC	VM40SC	VM44SC
19.	VM28/129	VM34/71	VM34/71	VM36/21	VM36/21	VM36/21	VM36/21	VM36/21
20.	VM28/227	VM34/72	VM34/72	VM34/72	VM36/16	VM36/16	VM44/12	VM44/12
21.	VM22/210	VM22/210	VM22/210	VM22/210	VM22/210	VM22/210	VM22/210	VM22/210
22.	BV26/22	BV26/22	BV26/22	BV26/22	BV26/22	BV26/22	BV26/22	BV26/22
23.	VM28/166	VM34/73	VM34/73	VM34/73	VM36/15	VM36/15	VM36/15	VM36/15
24.	VM28/164	VM34/61	VM34/61	VM34/61	VM24/236	VM24/236	VM24/236	VM24/236
25.	VM28/130	VM34/68	VM34/68	VM34/68	VM36/07	VM36/07	VM44/04	VM44/04
26.	VM28/134	4/053	4/053	4/053	4/053	4/053	VM24/134	VM24/134
27.	VM28/35	VM34/42	VM34/42	VM34/42	VM36/14	VM38/08	VM28/133	VM28/133
28.	BS30/97	BS30/97	BS30/97	BS30/97	BS30/97	BS30/97	BS30/97	BS30/97
29.	VM20/214	VM20/214	VM20/214	VM20/214	VM20/214	VM20/214	VM20/214	VM20/214
30.	M12F/46	M12F/46	M12F/46	M12F/46	M12F/46	M12F/46	M12F/46	M12F/46
31.	M20/11	M20/11	M20/11	M20/11	M20/11	M20/11	M20/11	M20/11
32.	VM24/224	VM28/142	VM24/224	VM24/224	VM22/171	VM22/171	VM24/224	VM24/224
33.	VM26/25	B34/52	B34/52	B34/52	B34/52	B34/52	B34/52	B34/52
34.	VM26/26	VM34/39	VM34/39	VM34/39	VM34/39	VM34/39	VM28/163	VM28/163
35.	VM28/228	VM36/17	VM36/17	VM36/17	VM36/17	VM38/09	VM28/228	VM28/228
36.	4/042	4/042	4/042	4/042	4/042	4/042	4/042	4/042
37.	VM15/164	VM28/79	VM28/79	VM28/79	VM28/79	VM28/79	VM28/79	VM28/79
38.	CW2-0416	CW2-0518	CW2-0518	CW2-0518	CW2-0518	CW2-0518	CW2-0518	CW2-0518

CARBURETOR DIMENSIONS





	Model	VM28--49	VM30--44	VM32--33	VM34--20	VM36--4	VM38--3	VM44--1
Dimension (mm)	A	35	40	40	40	43	43	52
	B	33	38	38	41	41	41	50
	C	10	8	8	8	8	8	8
	D	4	4	4	4	4	4	4
	E	49	44.5	44.2	44.5	49	49	49
	F	44	48	57.8	48	67	67	67
	G	7	9	7	9	9	9	9
	H	6	8	6	8	8	8	8
	I	44	57.5	57.5	57.5	62	62	70
	J	72	83.4	83.4	83.4	79.4	79.4	79
	K	66	69.7	75	69.7	79	81	93
	L	54	67	67	67	73	73	99.5
Position of Throttle adjuster and Air screw	Throttle adjuster	Left	Left	Left	Left	Left	Right	Left
	Air screw	Right	Right	Right	Right	Right	Right	Right
Weight (gr)		550	800	770	750	850	830	1020
Material		Al	Al	Al	Al	Al	Al	Al

WILL THE DAMN THING FIT BETWEEN YOUR AIRBOX AND THE FRAME TUBES?

Two ways to tell. Go buy one and try to bolt it on—and maybe regret the purchase when you find there simply isn't room. Or, refer to this chart and measure the space you actually have between the engine and possible restrictive barriers.

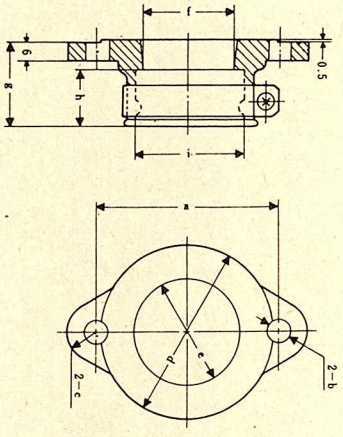
WHICH MIKUNI WILL FIT YOUR BIKE WITHOUT MODIFICATIONS?

By using the chart shown below, you'll be able to tell at a glance which Mikuni will bolt right on your bike. As long as you have two bolts sticking out of your motor, there's no reason to change the mounting style or purchase an expensive manifold.

All you have to do is measure your setup and refer to the flange dimension chart. If necessary, you can hog out any Mikuni a few millimeters on the mounting holes, but you shouldn't go much more than that or you might break the flange off during riding.

If the carb mount on your present bike is the spigot type, then all you have to worry about is hunting up the right size piece of hose and some decent hose clamps. Most of the Mikunis that you'll run into, are either the flange type listed below, or the spigot type. That should solve most of your conversion hassles. Feel better now?

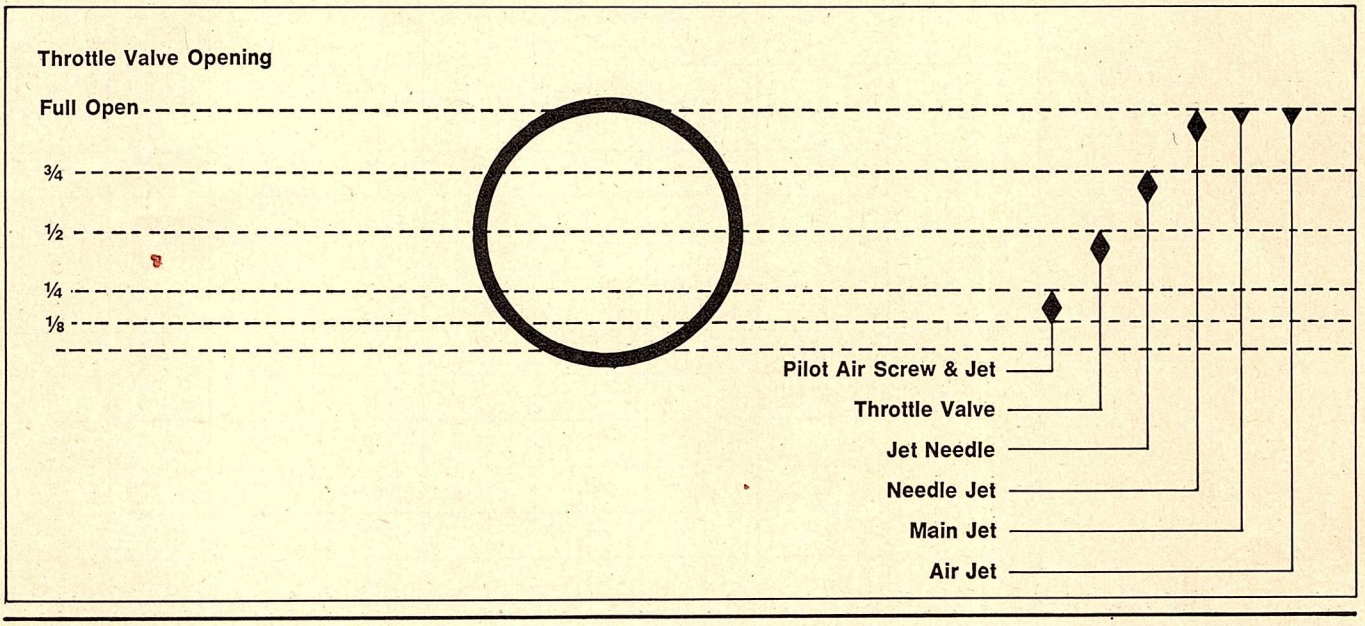
RUBBER FLANGE DIMENSIONS (Millimeters)



Model	a	b	c	d	e	f	g	h	i	Remarks
VM28--200	60	8.5	10	60	31	29.5	27.5	17.5	35	VM26•28
VM30--200	57.2	8.5	10	58	31	30	23	15	37	VM26•28
VM32--200	74.6	8.5	10	60	35	34	32	18	40	VM30~34
VM34--200	60	8.5	10	60	37	35.5	25.0	15	40	VM30~34
VM36--200	70	8.5	10	60	39.5	38.5	25.0	15	43	VM36•38
VM38--200	74.6	8.5	10	60	38	38	28	15	43	VM36•38
VM40--200	74.6	8.5	10	68	47	46	32	15	52	VM40•44
VM44--200	84	8.5	10.5	67	47	46	25.5	15	52	VM40•44

HERE'S WHAT HAPPENS WHEN YOU CRACK THE THROTTLE

You already know that when the bike is running flat out, you're on the main jet—and when the throttle is snapped shut, you ain't. Here's what happens in between. One thing you ought to study for a little bit, is the air jet. It can actually affect the entire jetting range of the carb. In other words, the air jet can cause you to run rich or lean all through the range. Spooky isn't it?



SLIDE CUT-AWAY
(LOW RANGE CONTROL)
⅛ to ¼ throttle

The greater cut away in the slide makes the mixture leaner at small throttle openings. Cut away is in increments of .5mm, starting at 1, 1.5, 2.0 through 3.5, the highest number indicates larger cut away, providing leanest mixture.

STARTING SYSTEM
(OPERATE ONLY WITH
THROTTLE OFF OR CLOSED)

The Mikuni carburetor has a unique system of passages, valves and jets, that automatically measures correct amounts of fuel and air that assure an ease of starting for all engines, especially high performance competition types. As an engine is cranked over a negative pressure, or vacuum, is created in the crank-

case of 2-cycle engines, and in cylinders and manifold of 4-cycle engines, when the starting lever is positioned on and engine cranked, fuel is drawn through the starter jet, to mix with air from the float chamber and bore where the vacuum draws it into the engine.

PILOT AIR SCREW AND PILOT JET

Turning pilot air screw IN, richens mixture; OUT, leans mixture. The pilot air screw should be normally positioned ½ to 2 turns out from full in, or seated position. Less than ½ turn indicates pilot jet to be too small and the next size larger pilot jet should be used. More than 2 turns out, shows the pilot jet to be too large and a smaller pilot jet is needed. Pilot jets are numbered in increments of 5, such as 20-25-30. The lowest number being the smaller orifice and the leanest, while higher numbers are the richest mixtures. An engine may idle smoothly outside of these settings, however problems may occur in the transition to mid range throttle operation.

MAIN JETS

Main jets are numbered from "0" to "200" in increments of 5, and over "200" in increments of 10. A 10% mixture adjustment is realized with each change of main jet. The main jet controls the mixture from ¾ to full throttle.

NEEDLE JETS
(EXAMPLE P. 4 CONTROLS MID RANGE OPERATION)

Letter indicates orifice size, earliest alphabet letter is leanest. Number indicates orifice size also, however, it is more exact in calibration, being in increments of 10 digits, the larger number being the richest.

JET NEEDLE
(EXAMPLE #6DP1)

The first number is the length of the needle, #6 being 60 millimeters in length, #2 is the shortest and #9 is the longest. The letter indicates a scale of richness resulting from needle taper measured from the middle notch, 2 letters show double taper. A, being the leanest and Z, the richest.

AID TO REGULARITY—WHAT YOUR MIKUNI PROBABLY COMES WITH STOCK

CARB	MAIN JET	AIR JET	JET NEEDLE	NEEDLE JET	SLIDE	PILOT JET
VM28-49	200	0.5	5F3-3	N-8	2.5	60
VM30-44	250	2.0	6F5-4	P-5	2.5	60
VM32-33	200	2.0	6DP1-3	Q-6	3.0	35
VM34-20	270	2.0	6DH3-4	P-0	2.5	50
VM36-4	310	2.0	6FJ6-3	Q-5	1.5	35
VM38-3	360	1.0	6DP1-3	P-6	2.5	50
VM40-1	310	0.5	7F6-3	BB-0	1.5	35
VM44-1	310	0.5	7F6-3	BB-0	1.5	35

Let's say you just bought a used Mikuni at a Swap Meet in Plank, Nebraska. Take a peek inside and compare what you've got with what this chart says you should have. That way, you can tell if the carb has been played with, or anything has been changed. Remember, these numbers may not work in your bike, but they should be compatible with each other for a good starting point at least.

STRANGERS GUIDE TO PILOT JETS

VM22/210 PILOT JET

15 17.5 20 25 30 35 40 45
50 55 60 65 70 75 80

VM28/22 PILOT JET

25 35

VM28/1001 PILOT JET

20 25 30 40

VM22/140 PILOT JET

15 20 35 40

Just about every pilot jet you'll ever need is listed here. To find out which one fits which carb, refer to number 21 on the Complicated Looking Parts List and run your finger across to the carb in question. Bigger the number, the richer the pilot jet.

What do you do with an old Mikuni?

NEEDLE JET KNOW-IT-ALL CHART (WHAT JET FITS WHAT CARB?)

N.J. TYPE	#159	#166	#171	#176*	#183*	#188	#196	#205	#211	#224
FITS CARBURETOR	VM30 VM36	VM38	VM30	VM30 VM36	VM38	VM32	VM30 VM36	VM34	VM30 VM36	VM40 VM44
	AL/SP	AL/SP	ZN/FL	AL/SP	AL/SP	ZN/FL	AL/SP	ZN/FL	AL/SP	AL/SP
LEAN			N-0	N-0					N-0	
			N-2	N-2					N-2	
			N-4	N-4					N-4	
			N-6	N-6					N-6	
			N-8	N-8					N-8	
	O-0	O-0	O-0	O-0	O-0	O-0	O-0	O-0	O-0	
	O-2	O-2	O-2	O-2	O-2	O-2	O-2	O-2	O-2	
	O-4	O-4	O-4	O-4	O-4	O-4	O-4	O-4	O-4	
	O-5	O-5	O-5	O-5	O-5	O-5	O-5	O-5	O-5	
	O-6	O-6	O-6	O-6	O-6	O-6	O-6	O-6	O-6	
	O-8	O-8	O-8	O-8	O-8	O-8	O-8	O-8	O-8	
	P-0	P-0	P-0	P-0	P-0	P-0	P-0	P-0	P-0	
	P-2	P-2	P-2	P-2	P-2	P-2	P-2	P-2	P-2	
	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	
	P-5	P-5	P-5	P-5	P-5	P-5	P-5	P-5	P-5	
	P-6	P-6	P-6	P-6	P-6	P-6	P-6	P-6	P-6	
	P-8	P-8	P-8	P-8	P-8	P-8	P-8	P-8	P-8	
	Q-0	Q-0	Q-0	Q-0	Q-0	Q-0	Q-0	Q-0	Q-0	
	Q-2	Q-2	Q-2	Q-2	Q-2	Q-2	Q-2	Q-2	Q-2	
	Q-4	Q-4	Q-4	Q-4	Q-4	Q-4	Q-4	Q-4	Q-4	
	Q-5	Q-5	Q-5	Q-5	Q-5	Q-5	Q-5	Q-5	Q-5	
	Q-6	Q-6	Q-6	Q-6	Q-6	Q-6	Q-6	Q-6	Q-6	
	Q-8	Q-8	Q-8	Q-8	Q-8	Q-8	Q-8	Q-8	Q-8	
	R-0	R-0								
	R-2	R-2								
	R-4	R-4								
	R-5	R-5								
	R-6	R-6								
	R-8	R-8								
										Z-0
										Z-5
										AA-0
										AA-5
										BB-0
RICH										BB-5

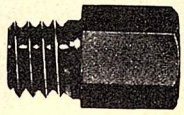
LEGEND: How to translate all those letters in the chart.
AL = ALUMINUM SP = SPIGOT
ZN = ZINC FL = FLANGE
Example: AL/SP means Aluminum carb with a Spigot mount.

*Indicates Air Breather Bleed Type Needle Jet.
All others are Primary Type.
The Primary Type is the most common.

NAME THAT MAIN JET AND WIN A PRIZE

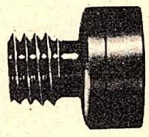
While there are more than the three types of main jets we're going to show you, these three make up the bulk of the brass you should be concerned with.

First, and most popular, is large hex type—No. 4/042 and the sizes available.



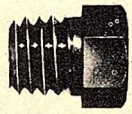
LARGE HEX TYPE—4/042

50 55 60 65 70 75 80 85 90 95 100 105 110 115 120
125 130 135 140 145 150 155 160 165 170 175 180 185 190 195
200 210 220 230 240 250 260 270 280 290 300 310 320 330 340
350 360 370 380 390 400 410 420 430 440 450 460 470 480 490
500



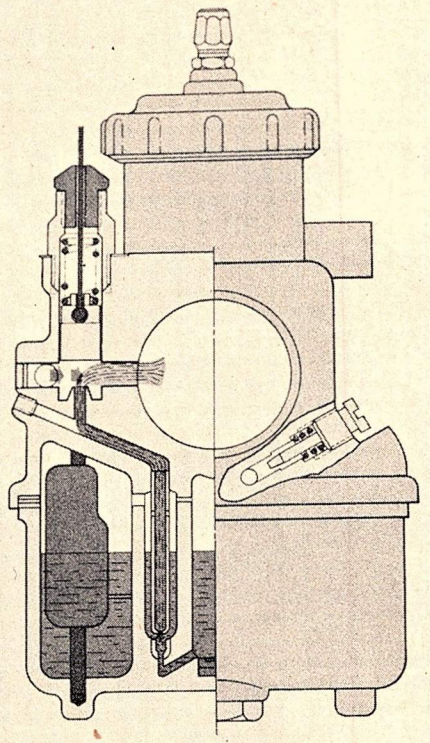
LARGE SCREW TYPE—No. N100/604—Sizes Available

50 52.5 55 57.5 60 62.5 65 67.5 70 72.5
75 77.5 80 82.5 85 87.5 90 92.5 95 97.5
100 102.5 105 107.5 110 112.5 115 117.5 120 122.5
125 127.5 130 132.5 135 137.5 140 142.5 145 147.5
150 152.5 155 157.5 160 162.5 165 167.5 170



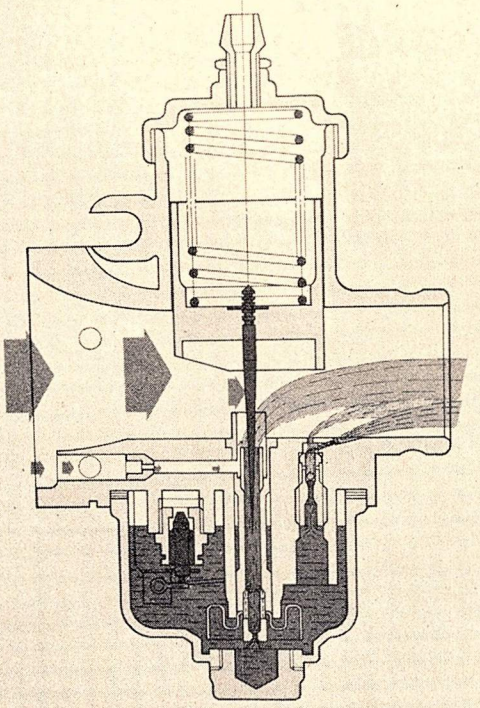
SMALL HEX TYPE—No. M10/14—Sizes Available

50 55 60 65 70 75 80 85 90 95 100 105 110 115 120
125 130 135 140 145 150 155 160 165 170 175 180 185 190 195
200



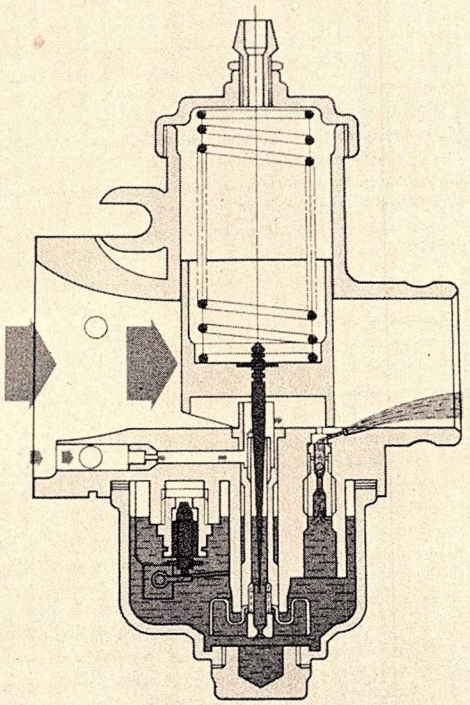
NO. 1

STARTER SYSTEM



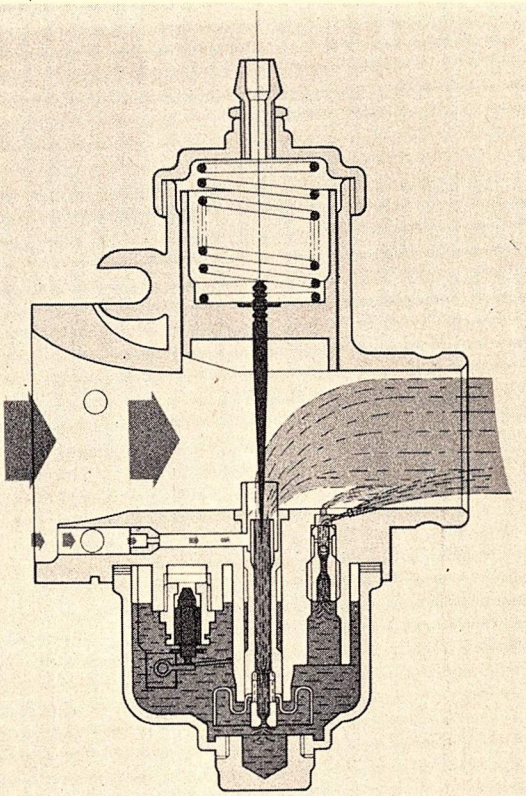
NO. 3

ONE–HALF THROTTLE



NO. 2.

PILOT SYSTEM



NO. 4

FULL THROTTLE

JET NEEDLE REFERENCE CHART—ONE STEP AT A TIME

Many people get confused by jet needles and don't really know what function they have in the Mikuni carb. Simply, the jet needle controls mid-range of the throttle opening. The sharper the taper of the jet needle, the more fuel—making a richer fuel mixture.

The less taper, the less fuel, making a leaner fuel mixture.

Raise the needle upward to make a richer fuel mixture (the needle clip position should be lowered now). Lower the needle to make a leaner fuel mixture (the needle clip position should now be raised). Remember that old poem? Raise to richen—lower to lean.

N100/604	4/042
90.	95
92.5	100
95	105
97.5	110
100	115
102.5	120
105	125
107.5	135
110	140
112.5	145
115	155
117.5	165
120	170
122.5	175
125	185
127.5	195
130	200
132.5	210
135	*215
137.5	*225
140	230
142.5	*245
145	250
147.5	*265
150	*275
152.5	*285
155	*295
157.5	310
160	320
162.5	*335
165	*345
167.5	360
170	370

MAIN JET CONVERSION CHART—SAVE TIME AND MONEY WHEN BUYING BRASS

N100/604 = Large Screw Type (Round Type)

4/042 = Large Hex Type

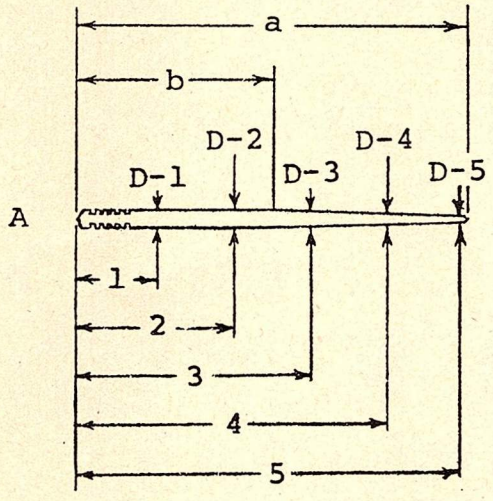
Note: Mikuni does not make a five (5) number series over #200 in the Hex Type Main Jet.

Any number where an asterisk (*) is used indicates that either five (5) numbers higher or five (5) numbers lower can be used instead of that numbers.

e.g. *215 used instead of 210 or 220.

N100/604 Main Jet fits #196 and #188 Needle Jet.

4/042 Main Jet fits most needle Jet sizes (#159 #166, etc.)



GROUP ONE

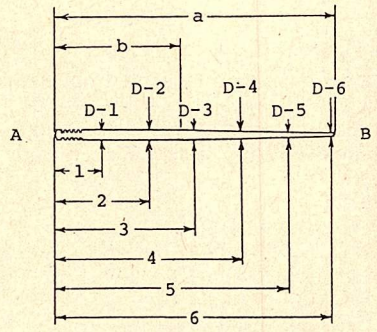
Number 4 series; single taper and double taper. "a" is the length of jet-needle. "b" is the length between "A" and tapering point of the jet needle.

Measurement:

(1) = 10mm
(2) = 20mm
(3) = 30mm
(4) = 40mm
(5) = 49mm

D-1 through D-5 indicates diameter (mm) at each point.

	a	b	D-1	D-2	D-3	D-4	D-5
4D3	50.3	25.3	2.511	2.511	2.421	2.253	2.100
4D8	50.3	22.8	2.519	2.519	2.381	2.211	2.060
4E1	50.3	28.0	2.515	2.515	2.345	2.127	1.924
4DG6	50.3	24.0	2.518	2.518	2.405	2.119	1.850
4DH7	50.3	23.0	2.518	2.518	2.386	2.098	1.790
4F15	50.3	26.5	2.512	2.512	2.400	2.120	1.881
4J13	50.2	24.0	2.513	2.513	2.230	1.800	1.400
4L6	50.3	24.5	2.515	2.515	2.178	1.660	1.190



GROUP TWO

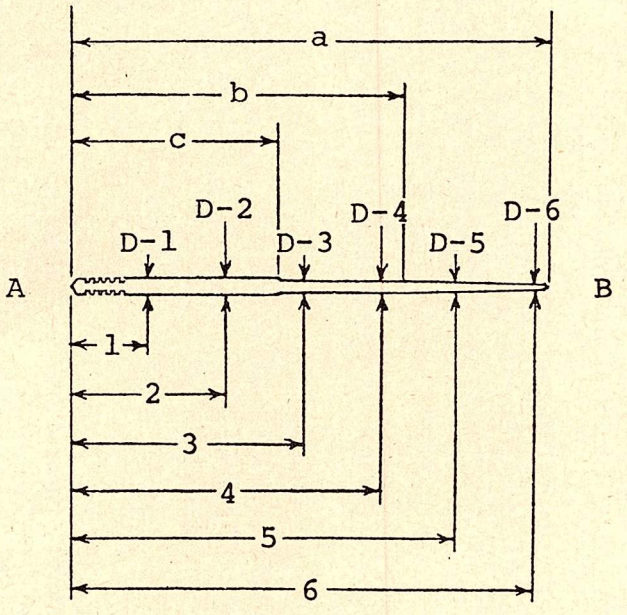
Number 5 series; single taper and double taper. "a" is the length of jet-needle. "b" is the length between "A" and tapering point of the jet needle.

Measurement:

(1) = 10mm
(2) = 20mm
(3) = 30mm
(4) = 40mm
(5) = 50mm
(6) = 59mm

D-1 through D-6 indicates diameter (mm) at each point.

	a	b	D-1	D-2	D-3	D-4	D-5	D-6
5D6	59.3	27.5	2.515	2.515	2.460	2.290	2.120	
5FJ9	59.2	35.0	2.517	2.517	2.517	2.364	2.021	
5D120	59.1	28.2	2.520	2.520	2.479	2.311	1.980	
5F3	58.0	27.4	2.519	2.519	2.419	2.135	1.868	
5EH7	57.6	28.5	2.517	2.517	2.473	2.210	1.848	
5E13	57.5	29.5	2.515	2.515	2.484	2.197	1.803	
5EJ13	57.8	26.5	2.519	2.519	2.431	2.210	1.766	
5DL13	60.2	32.0	2.515	2.515	2.515	2.362	1.922	1.463
5EJ11	60.3	28.5	2.515	2.515	2.515	2.241	1.839	1.420
5EL9	60.3	27.0	2.517	2.517	2.441	2.221	1.780	1.248
5FL11	60.3	28.2	2.518	2.518	2.438	2.175	1.740	1.256
5EP8	60.2	33.0	2.513	2.513	2.513	2.245	1.780	1.120
5FL14	58.0	28.0	2.520	2.520	2.440	2.170	1.735	
5FL7	58.0	28.0	2.518	2.518	2.440	2.170	1.735	
5DP7	57.6	26.4	2.512	2.512	2.440	2.259	1.580	
5J6	58.0	27.5	2.518	2.518	2.340	1.890	1.450	
5L1	58.0	27.0	2.518	2.518	2.330	1.811	1.297	



GROUP THREE

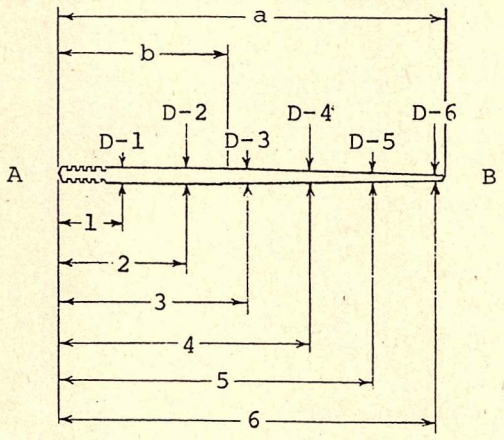
Number 5 and 6 series; single and double taper with reduced diameter before tapering point. "a" is the length of jet-needle. "b" is the length between "A" and tapering point of the jet needle. "c" is length between "A" and reducing point of the jet needle.

Measurement:

(1) = 10mm
(2) = 20mm
(3) = 30mm
(4) = 40mm
(5) = 50mm
(6) = 60mm

D-1 through D-6 indicates diameter (mm) at each point.

	a	b	c	D-1	D-2	D-3	D-4	D-5	D-6
6F5	62.3	38.1	19.0	2.515	2.456	2.454	2.364	2.098	1.840
6F4	62.3	32.0	19.4	2.600	2.442	2.436	2.206	1.939	1.678
6F8	62.3	34.0	21.5	2.512	2.512	2.386	2.214	1.945	1.688
6FJ11	62.3	36.0	18.7	2.519	2.481	2.481	2.367	2.030	1.610
5F16	59.1	36.7	18.5	2.519	2.489	2.489	2.372	2.104	



GROUP FOUR

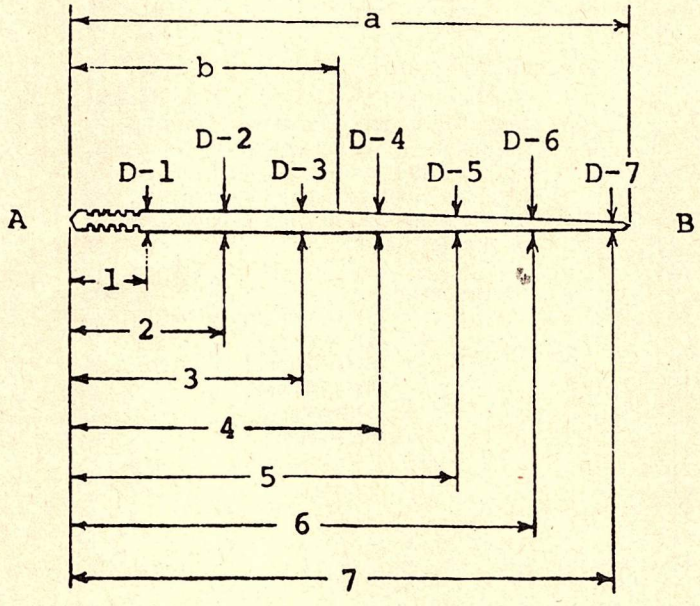
Number 6 series; single taper and double taper. "a" is the length of jet-needle. "b" is the length between "A" and tapering point of jet needle.

Measurement:

(1) = 10mm
(2) = 20mm
(3) = 30mm
(4) = 40mm
(5) = 50mm
(6) = 60mm

D-1 through D-6 indicates diameter (mm) at each point.

	a	b	D-1	D-2	D-3	D-4	D-5	D-6
6H1	62.3	37.5	2.510	2.510	2.510	2.412	2.041	1.696
6DH2	62.3	28.0	2.511	2.511	2.466	2.295	2.000	1.660
6F9	62.3	28.9	2.516	2.516	2.475	2.210	1.949	1.678
6CF1	61.5	29.5	2.512	2.512	2.429	2.240	1.974	1.710
6FJ6	62.3	35.2	2.505	2.505	2.505	2.376	2.040	1.606
6DH3	62.3	22.0	2.512	2.512	2.458	2.286	1.948	1.607
6J3	62.3	36.7	2.515	2.515	2.515	2.359	1.912	1.456
6L1	62.3	37.0	2.512	2.512	2.512	2.335	1.826	1.313
6DP5	62.3	32.1	2.518	2.518	2.518	2.372	1.834	1.141
6N1	62.3	37.0	2.514	2.514	2.514	2.278	1.672	1.058
6DP1	62.3	28.9	2.511	2.511	2.476	2.312	1.748	1.075
6F3	60.5	34.2	2.512	2.512	2.512	2.313	2.050	
6DH4	62.3	25.5	2.520	2.520	2.440	2.258	1.915	1.575
6J1	64.0	36.2	2.517	2.517	2.517	2.339	1.919	1.495



GROUP FIVE

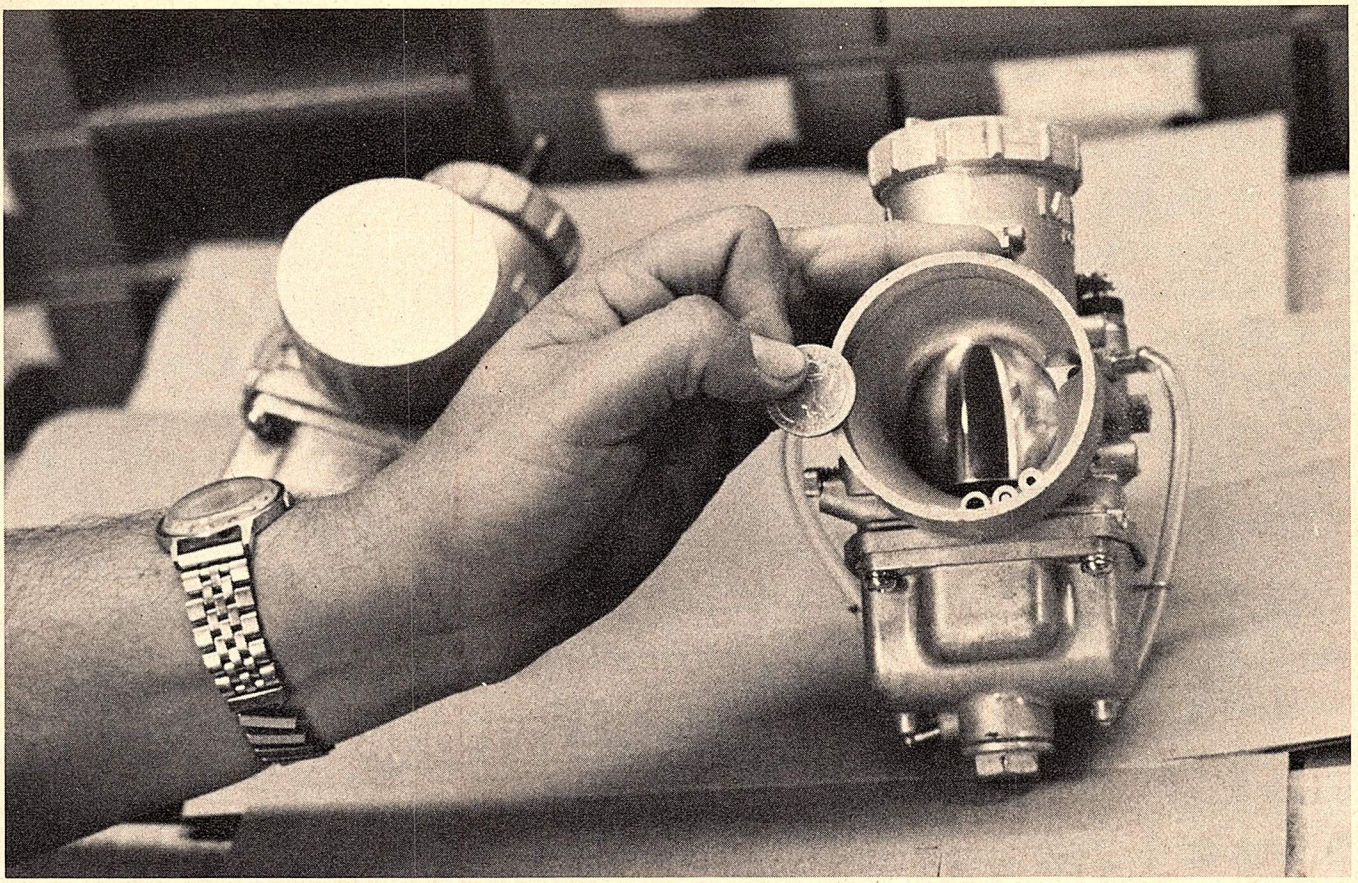
Number 7 series; single taper and double taper. "a" is the length of the jet-needle. "b" is the length between "A" and tapering point of the jet needle.

Measurement:

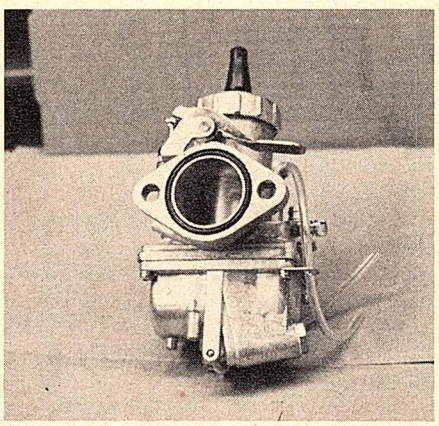
(1) = 10mm
(2) = 20mm
(3) = 30mm
(4) = 40mm
(5) = 50mm
(6) = 60mm
(7) = 70mm

D-1 through D-7 indicates diameter (mm) at each point.

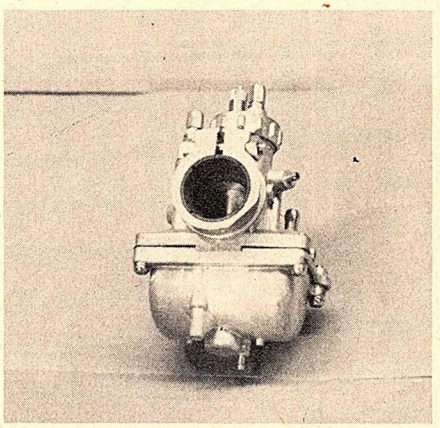
	a	b	D-1	D-2	D-3	D-4	D-5	D-6	D-7
7F06	72.3	29.0	3.005	3.005	2.951	2.680	2.415	2.140	1.876
7H2	72.3	28.9	3.005	3.005	2.928	2.575	2.230	1.868	1.507
7J2	72.3	28.8	3.005	3.005	2.904	2.460	2.010	1.569	1.125
7F2	73.0	43.5	2.515	2.515	2.515	2.515	2.312	2.040	1.703



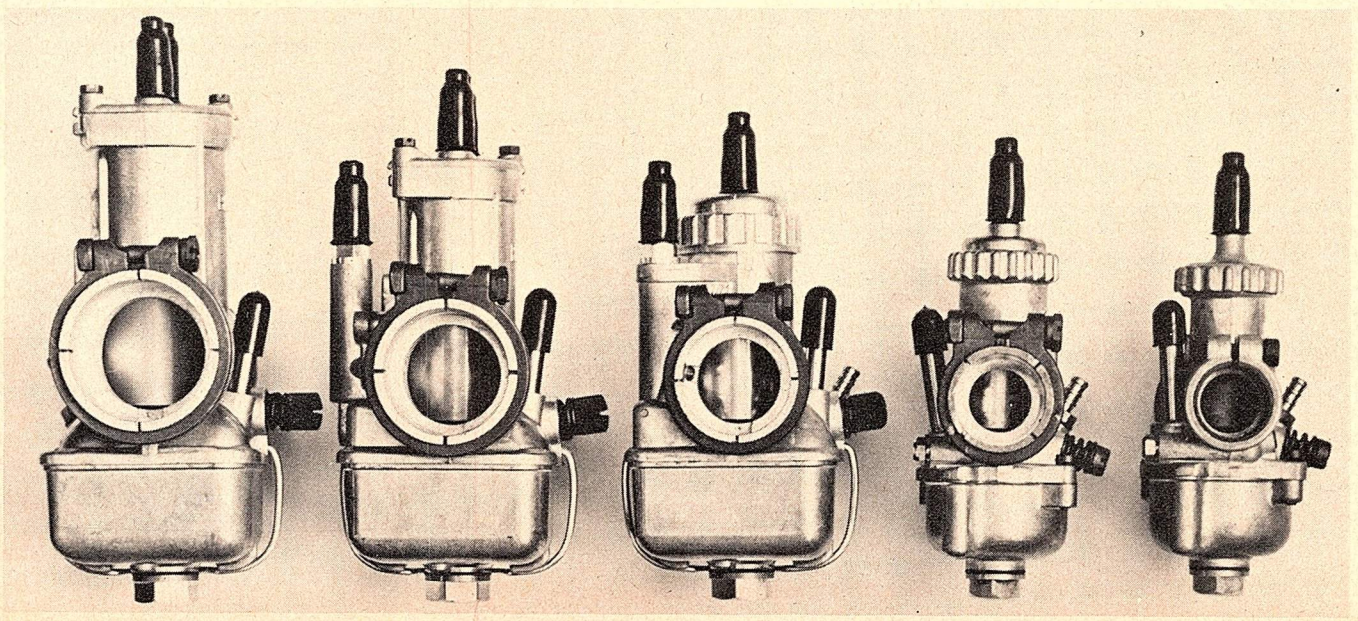
Spigot mount of a huge 44mm Mikuni.

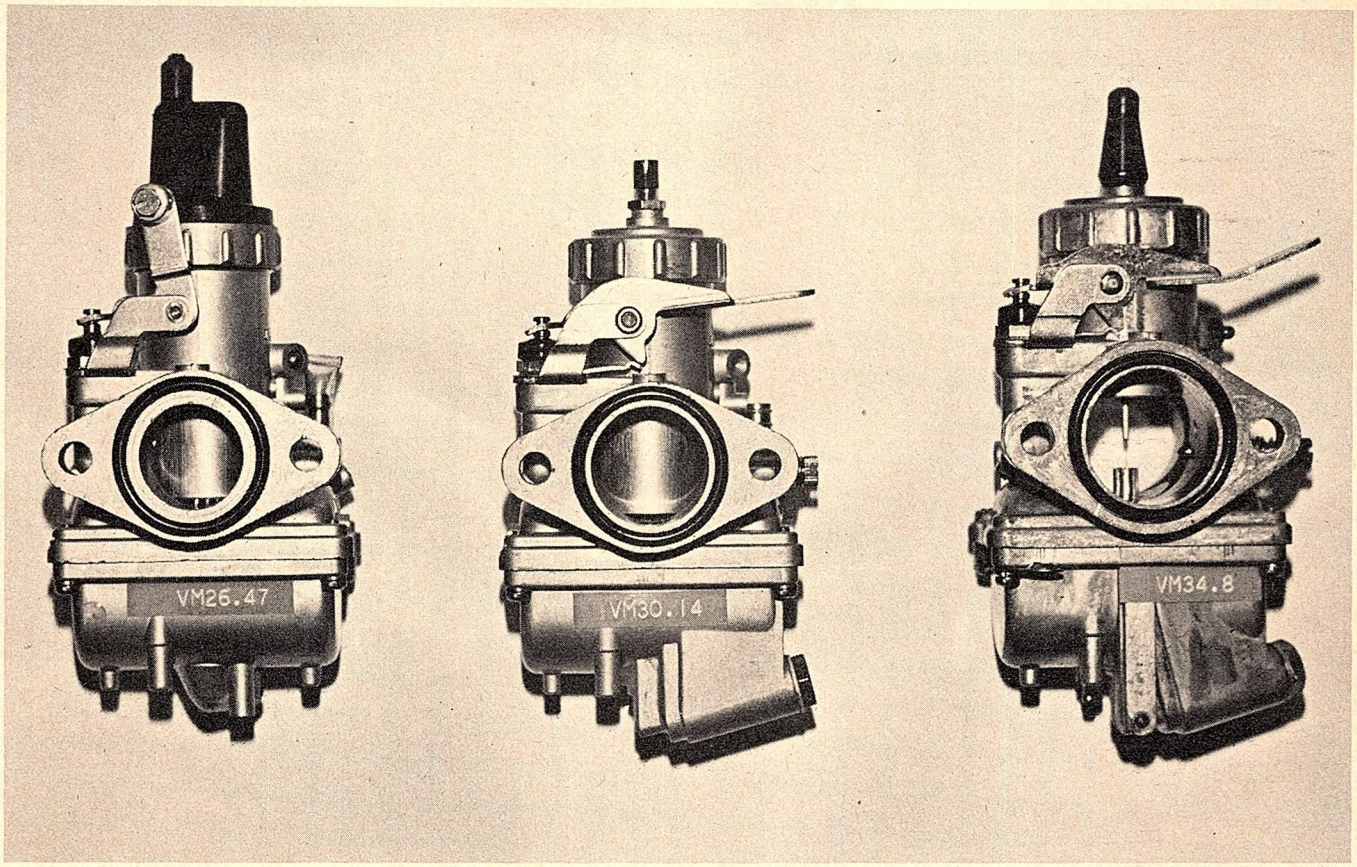


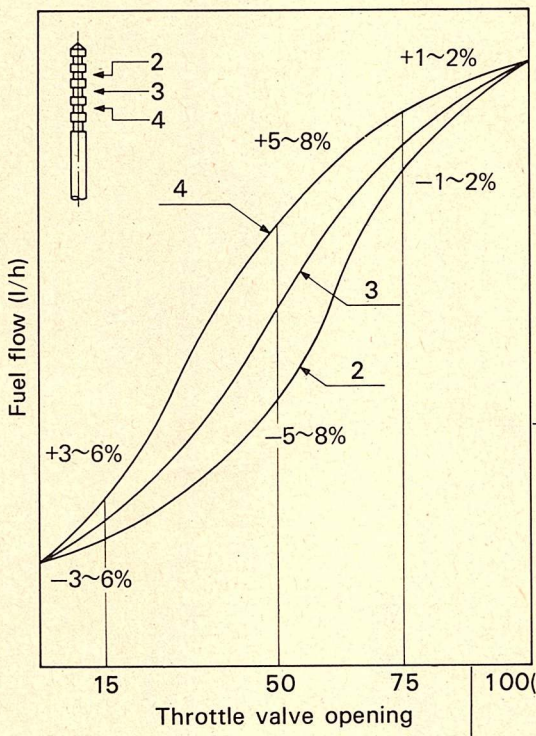
Flange mount.

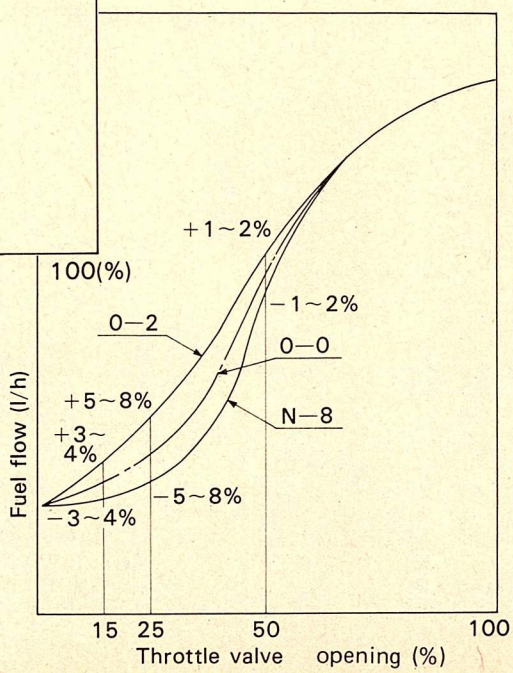


Clamp-on mount.









From everything that you've seen here, it's obvious that Mikuni carbs have a tremendous range of adjustment for each and every phase of carburetion. It's possible to fine-tune a Mikuni more closely than any other bike carb on the market.

However, this mind-boggling array of hardware is what scares most people. But for zeroing in the average carb, most of the available brass will not be needed. Generally, the following selection of components will get your carb jetted right from The Dead Sea to Denver:

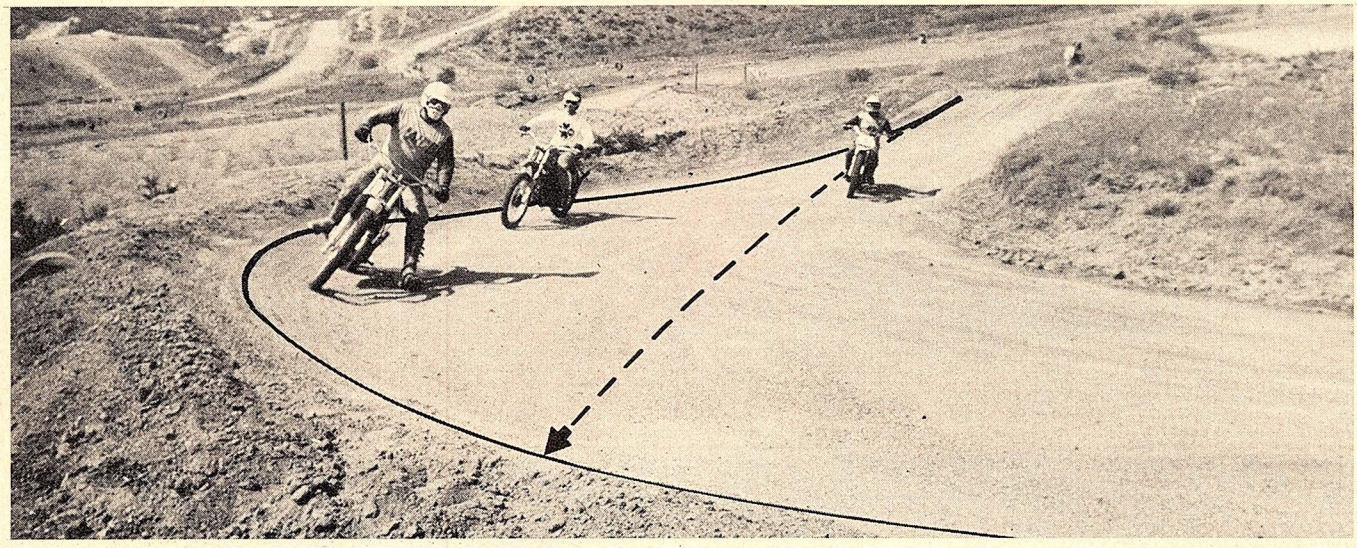
(1) Slides. 1.5, 2.0, 2.5, 3.0 and 3.5 should cover most requirements. The retail price for the average slide is around $3.75 each.
(2) Needles. Six of these in either direction of richness/leaness will more than do the job. Retail—about 95¢ each.
(3) Needle jets. Six or seven different ones in your range are more than sufficient. Retail—about $2.34 each.
(4) Main jets. Six will cover it; three in either direction of what you already have in the carb. Retail—65¢ each.
(5) Pilot jets. Four of these give you a solid range. 65¢ each retail.

The total of all this (if you bought every piece recommended above, would cost you $44.99. You could easily get away with half that amount and still be prepared for anything. Not too high a price for perfection, it is? ●

PRO CORNERING TIPS

By Rondo Talbot, Jr.

Don't play follow the leader



Here we have a classic corner with three riders. The rider in second position is freight-training directly behind the leader. Both are taking the long way around on the berm; the third rider is preparing to set up for a pass. That dotted line shows his intended direction of travel, while the solid line shows where the first two riders are committed to ride.

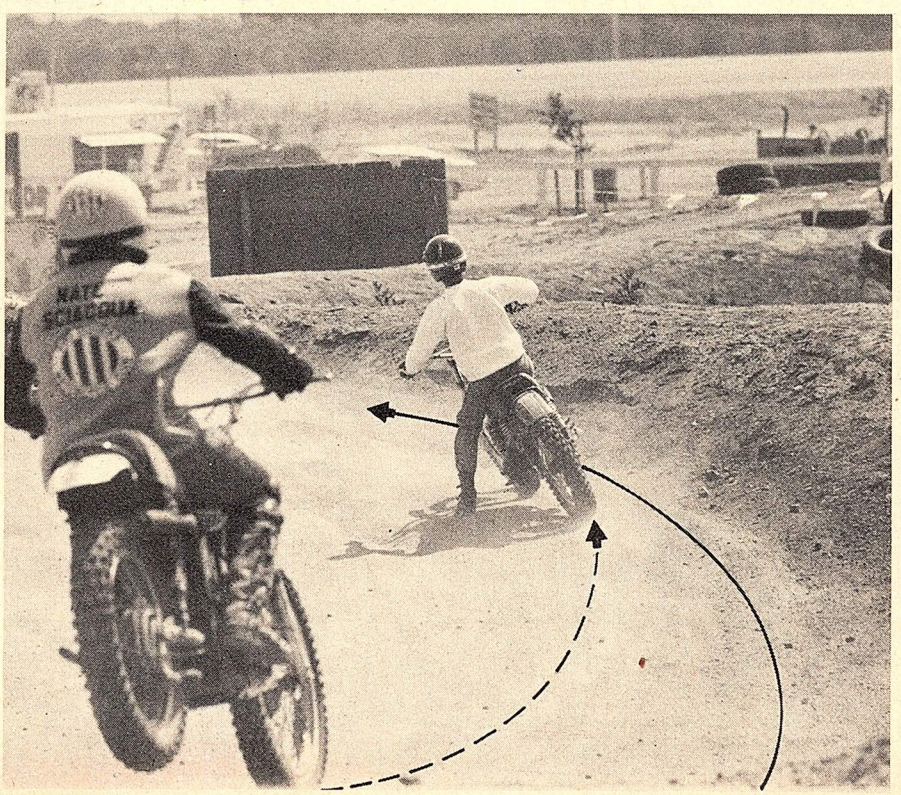
AS RONDO TALBOT, SR. once told me when I was but a wee lad sitting on his knee, "If it hadn't been for those goddamn corners at the end of each and every straightaway, I woulda been world champion."

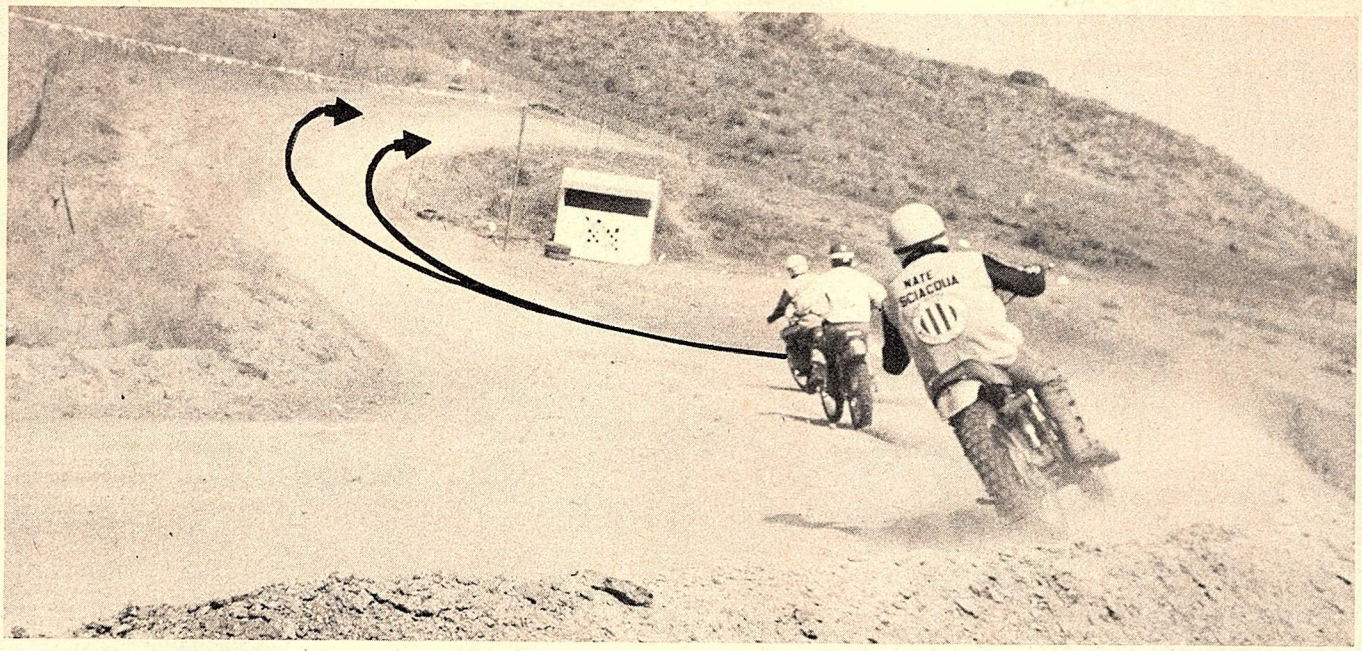
True words. Sad, but true nonetheless. Corners are indeed a cause of dismay to many an aspiring young motocrosser. You, unfortunately, are only going to go as fast through any given turn as the bike and your inborn reflexes will allow. A motorcycle will only lean over so far. You can only play grabass with gravity to a certain point before you lose and gravity wins.

So what you have to do, is get smarter in the corners. Don't spend so much time in them. Corners are rotten, inhospitable places—we all know that. Yet, at most races, you'll find folks taking the widest, longest path around the course.

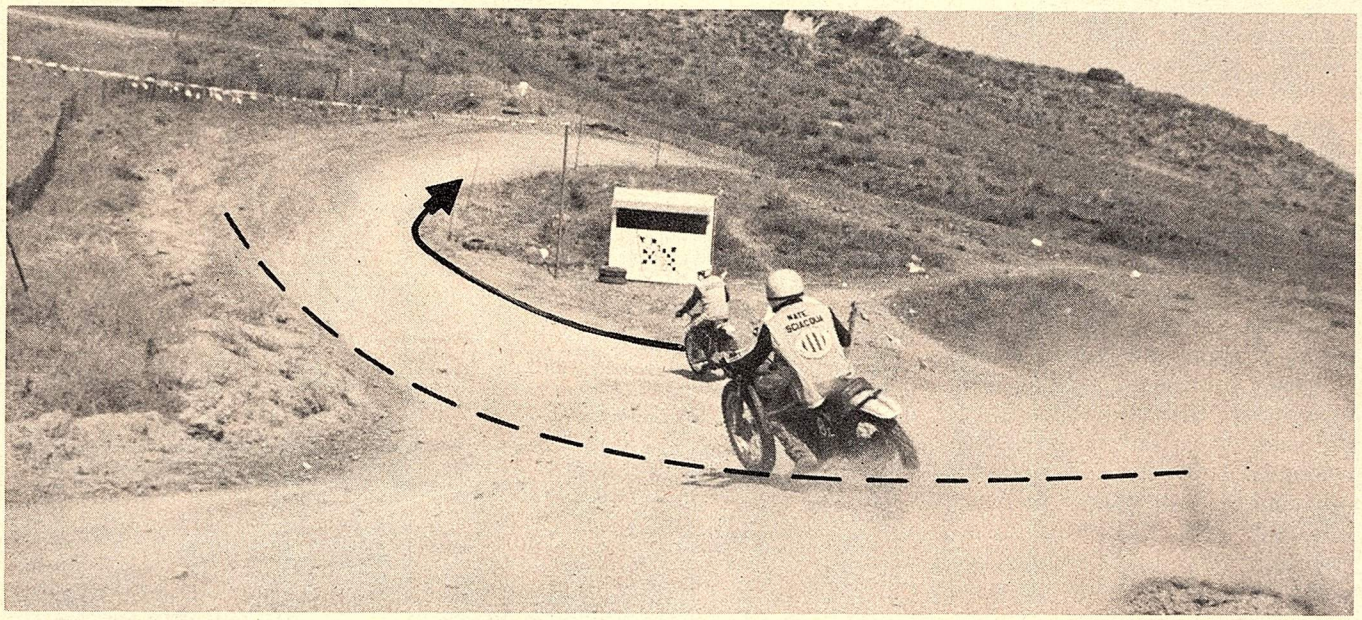
Referring to Talbot's Law, "Never take a berm just because it is there." Referring to Talbot's Second Law, "If you must take a berm, get off it as soon as you can." The following photographs (done under rather poor lighting) will serve to illustrate and expound on the two aforementioned laws. If you have won your last 27 races in a row, you do not have to study them. Everyone else is required to read and memorize. There might be a quiz.

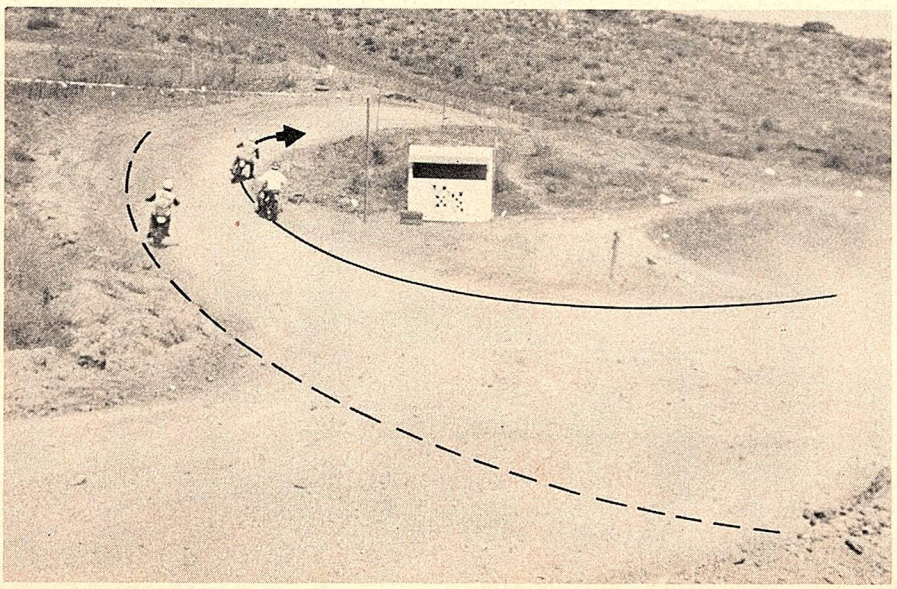
Even though the third rider will lose a bit of time because of the sharp turn he must make, it'll pay off.





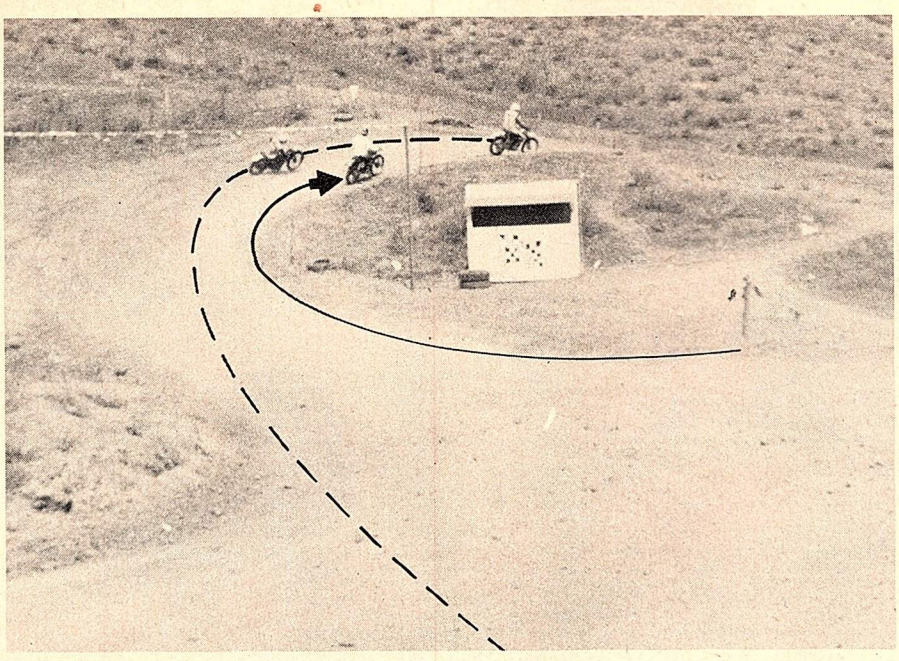
Both riders have pulled on rider three slightly as he sets up to make a pivot, but . . .





. . . he'll have a longer straightaway at his disposal and a superior line for the next turn. One additional benefit: a bike will accelerate better straight up and down than it will leaned over. Second benefit: very little time is being spent in the corner.

The third rider has already pulled back the ground he lost while making that sharp pivot. Additionally, he's out in the smooth section of the track that no one else rides in; not in the braking bumps that permeate the inside of every corner.



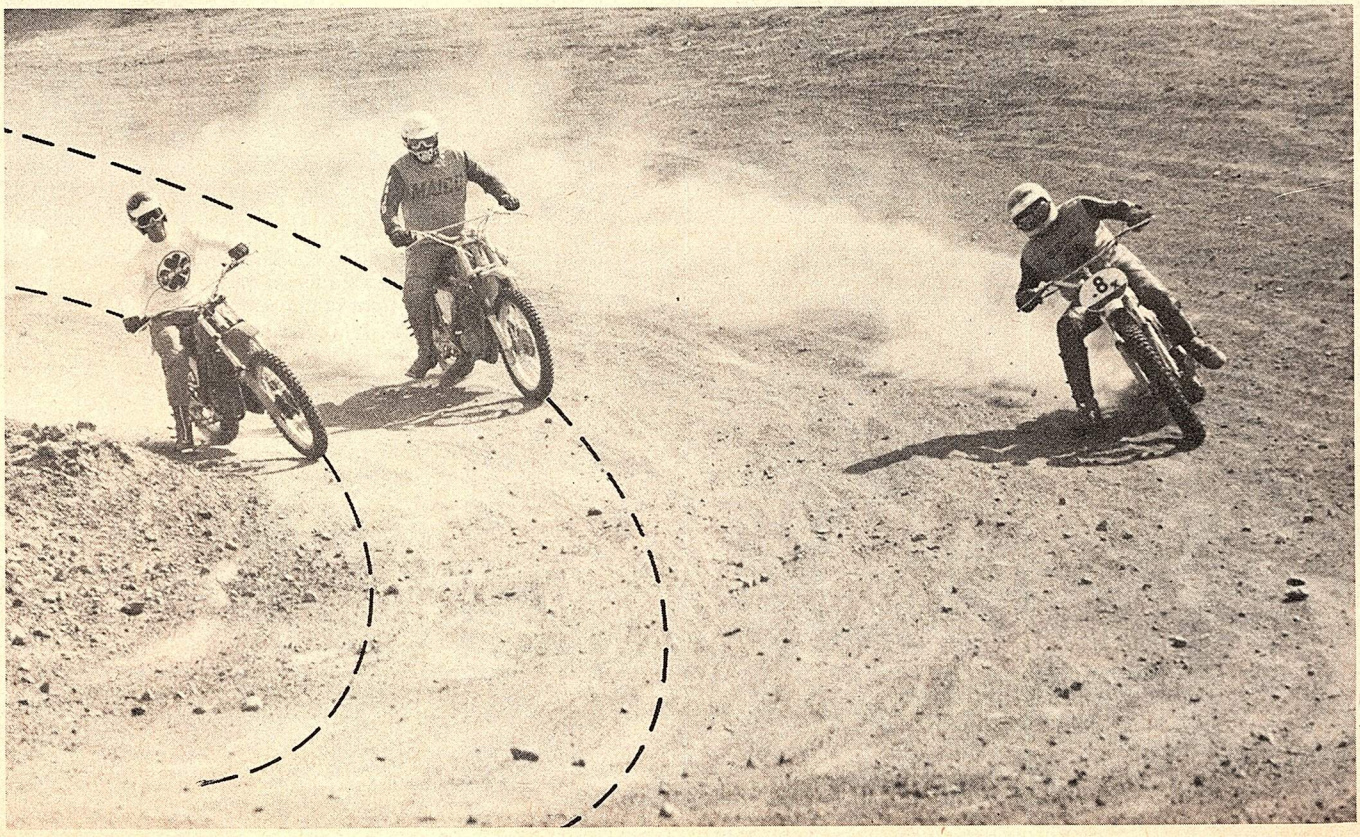
Ha! Third Rider is making his move on Second Rider and might even snag First Rider because of his superior drive off the turn. It warms the inside, doesn't it?

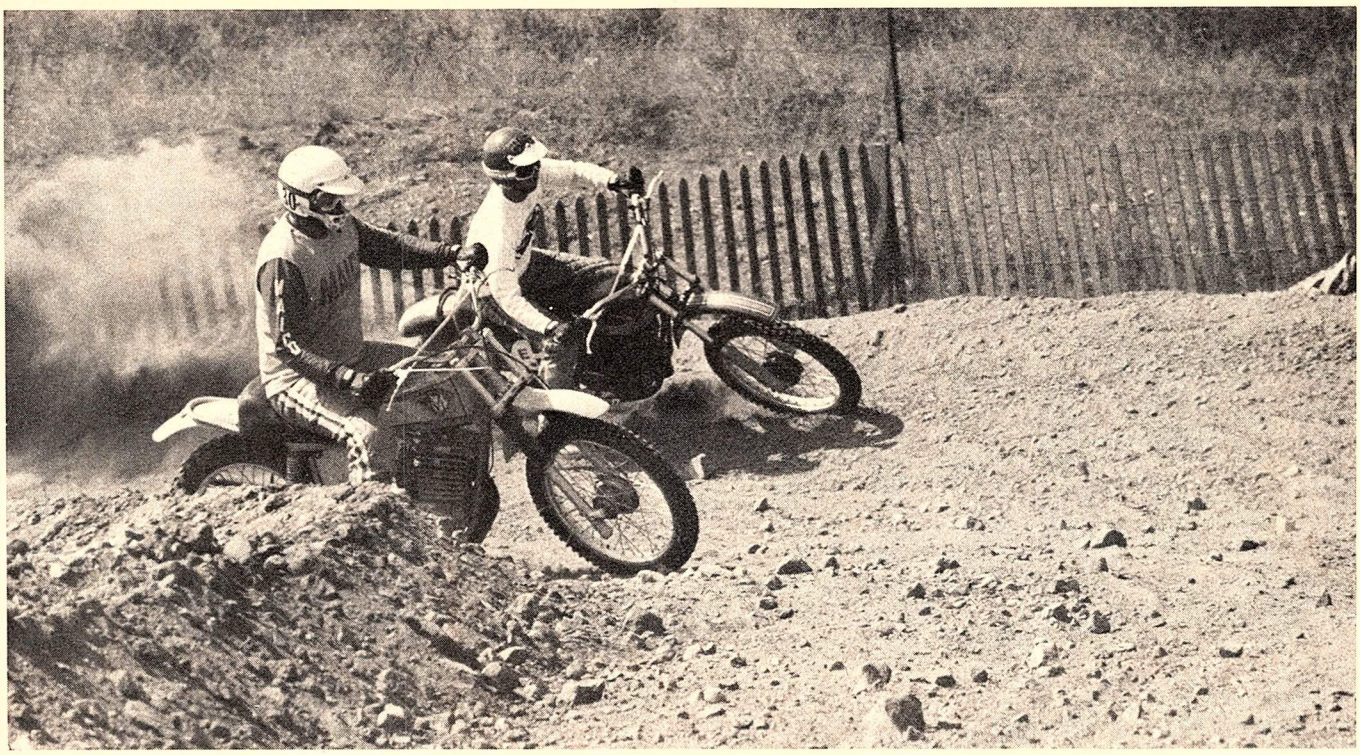
First turn at Valley Cycle Park is forty feet wide, yet most riders follow each other right down the middle like this during a race.

They do this even though the worst bumps on the corner are right in the middle.

Same corner, this time with the riders taking the inside, middle and high lines available to all.

Same corner again—another view. We watched several Novice and Intermediate racers negotiate this turn one Sunday and almost all of the riders took the path indicated in the dotted line, ignoring the balance of the options available to them.

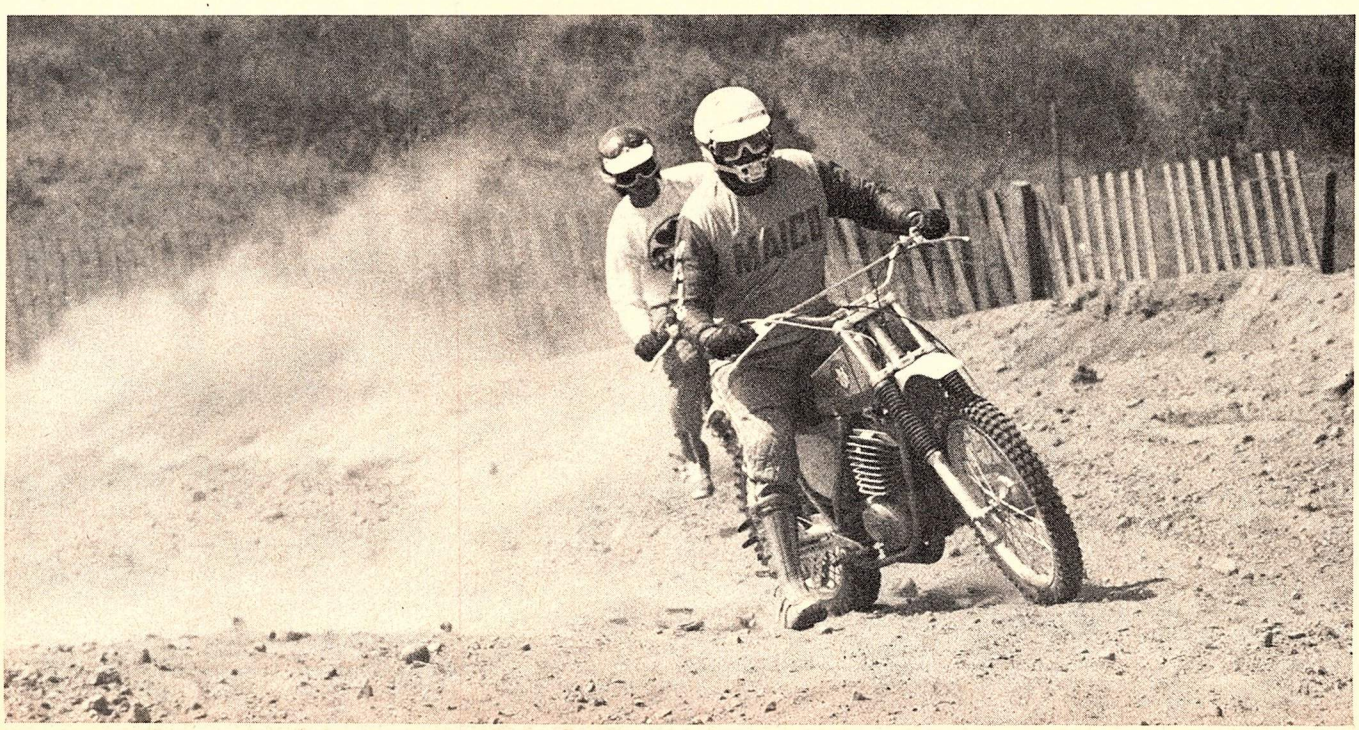




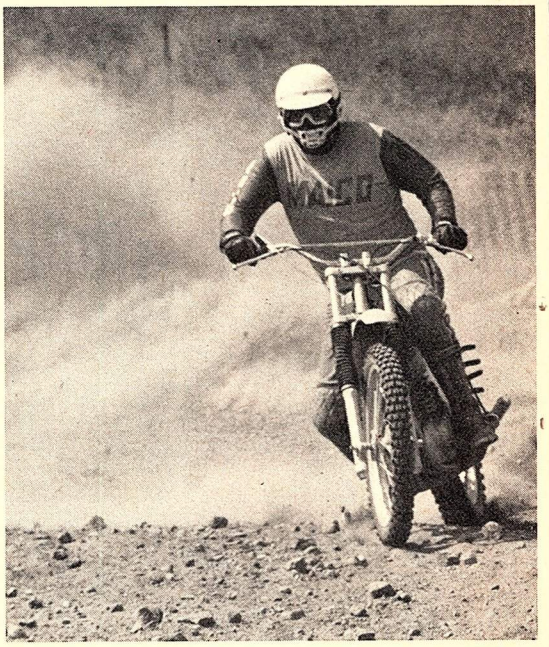
Perfect example of a classic "block pass." Rider on inside, sees that the rider high on the berm is about to beat him down the next straight because of superior drive position off the berm.

Unable to do much else, the scoundrel merely makes short work of the turn, sraightens out and rides across the other rider's path. Even though he is traveling slower, he has nullified the momentum of his competitor. Talbot's Second Law in vivid action.

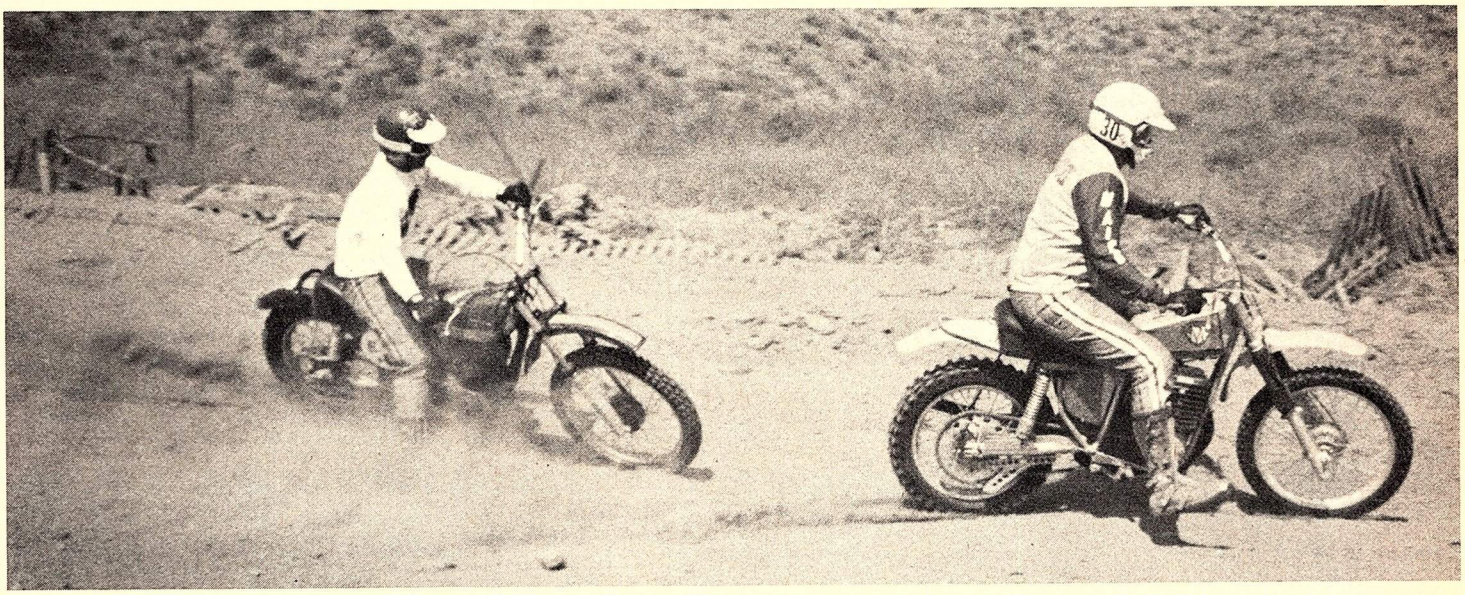
He can now sedately motor off down the straight at his convenience because of high class thwarting techniques.

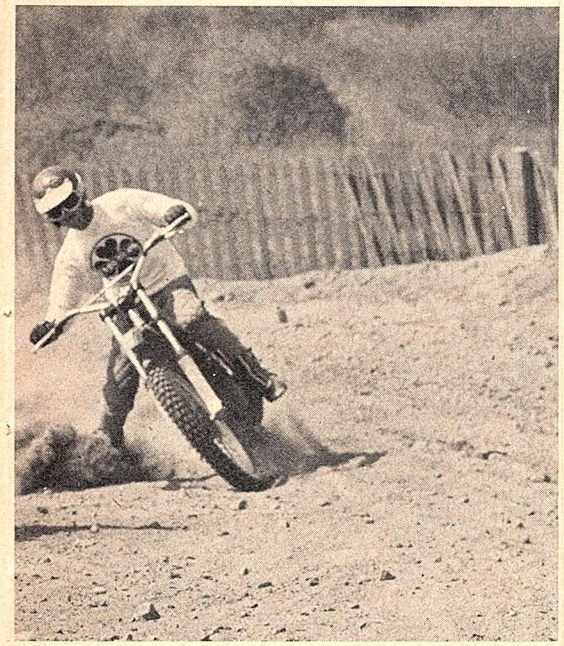


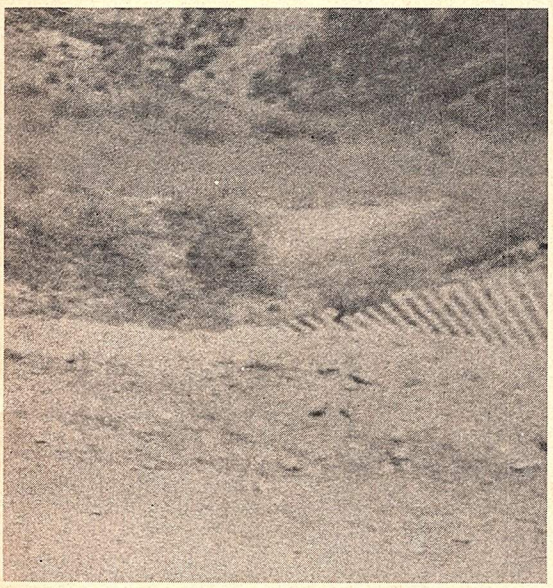
The rider who is about to be block passed again, can put a stop to this vile action by simply spending less time in the corner.



As soon as he sees the block passing start to happen, he knocks off the flambouyant slide and starts to tuck the bike in.







Two things happen. Firstly, his bike slows down enough to let the challenging rider slip by harmlessly. Secondly, he gets off the corner sooner and has a longer straight to utilize than the other rider who is NOW out on the berm.

◀ Not only can he accelerate down this straight, but he has a superior inside position for the next corner. All this because he shortened up the time and distance spent in the previous turn.

ALL NEW PRODUCTS

DG PERFORMANCE SPECIALTIES INC.
ORANGE, CALIFORNIA

The Ultimate in Suspension

DG'S NEW SHOCK LAY-DOWN KIT

New! Fits most bikes (specify make and model with order). DG's racing team and PRO-FAB have developed this kit to improve handling by allowing more swing arm travel. 3-way adjustable to rider's preference. Kit includes:Complete Swing Arm Assembly (of chromoly) with Bronze Bushings, and a Top Assembly Mounting Bracket.

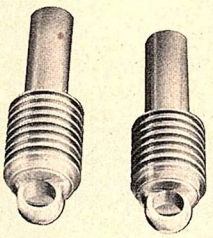
$109.95 (welding required on top bracket).

The New BOGE Shock

Now available from DG

$47.50/pair

KONI Shocks also available



The DG SHOCK COOLER

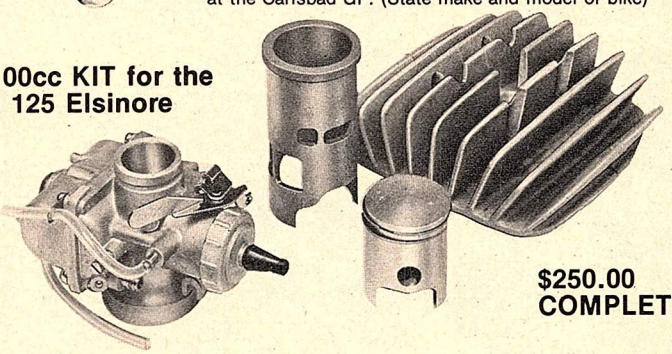
For 11.9 and 12.9 KONI'S. Aluminum fins help dissipate heat. Counter-bored for more fluid capacity, increased cooling. (Specify 11.9 or 12.9 when ordering)

$39.95/pair

Also, TWIN-AIR Foam Filters

The type used by Heikki Mikkola and other international riders at the Carlsbad GP. (State make and model of bike)

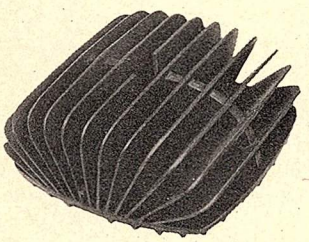
DG's 100cc KIT for the Honda 125 Elsinore



$250.00 COMPLETE

First time out with this kit, DG won the National 100cc Class NMA at Saddleback Park, Orange, California (Aug. 23, 24, 25). This is a totally new concept by DG; eliminates the need to install a reed. Reduces Honda 125 to 100cc class. Consists of: Radial Head, MIKUNI Carb, Cylinder Liner, Piston, Rings, and Gasket.

Includes pressing the cylinder liner into your barrel and custom porting; you assemble and install remainder of kit. Ship your cylinder freight prepaid; returned freight collect.



DG's Newest RADIAL HEAD!

For the Honda 250 CR (and other makes). 1975 model aluminum Radial Head now has 13 radial fins for superior cooling.

$64.95

DG Super FORK OIL

Race-tested. Used by all bikes in the DG racing team.

$1.25 16 oz. plastic bottle

ALUMINUM EXHAUST MANIFOLD FLANGE

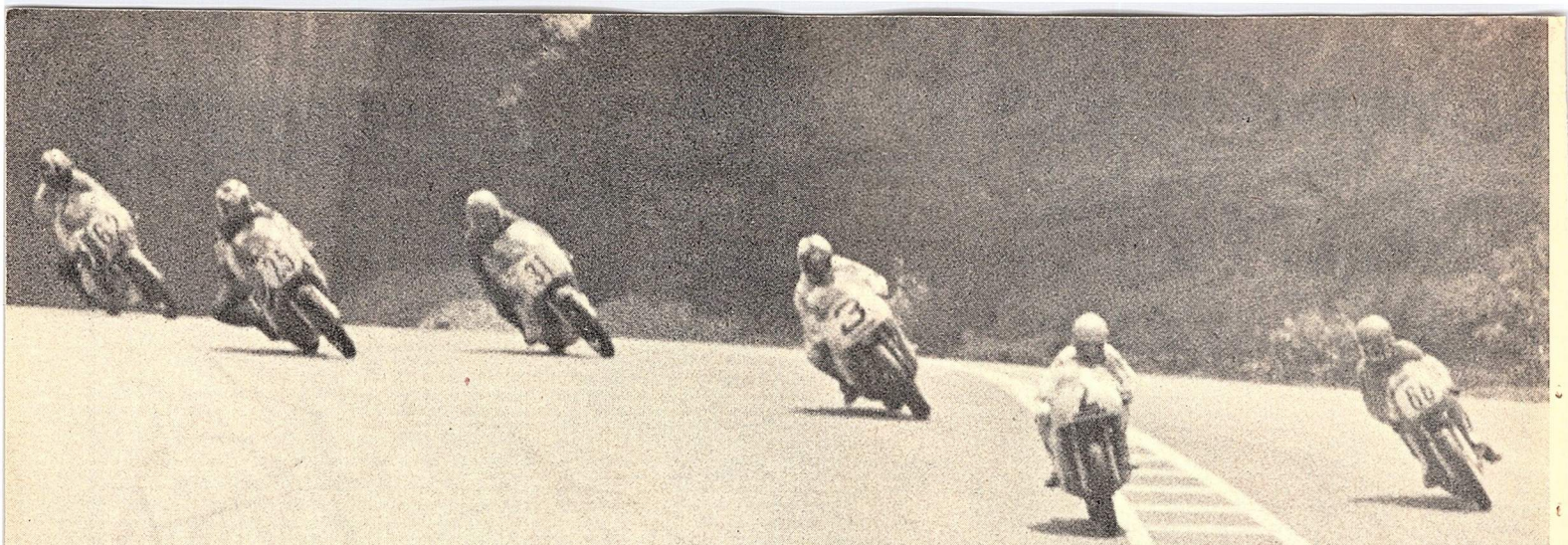
For XR75. Saves weight, dissipates heat more rapidly. **$4.95**

PRICING: Due to extreme fluctuations in material costs, all prices are subject to change without notice. DG can be contacted at (714) 639-7020 to verify prices prior to ordering.

The DG HOT HAT!

Latest thing for the trick head. The DG logo lets 'em know you know where it's at when it comes to the best in performance equipment.

$1.25 includes postage.



PROFILE

THE UN-STOPPABLE GARY NIXON!

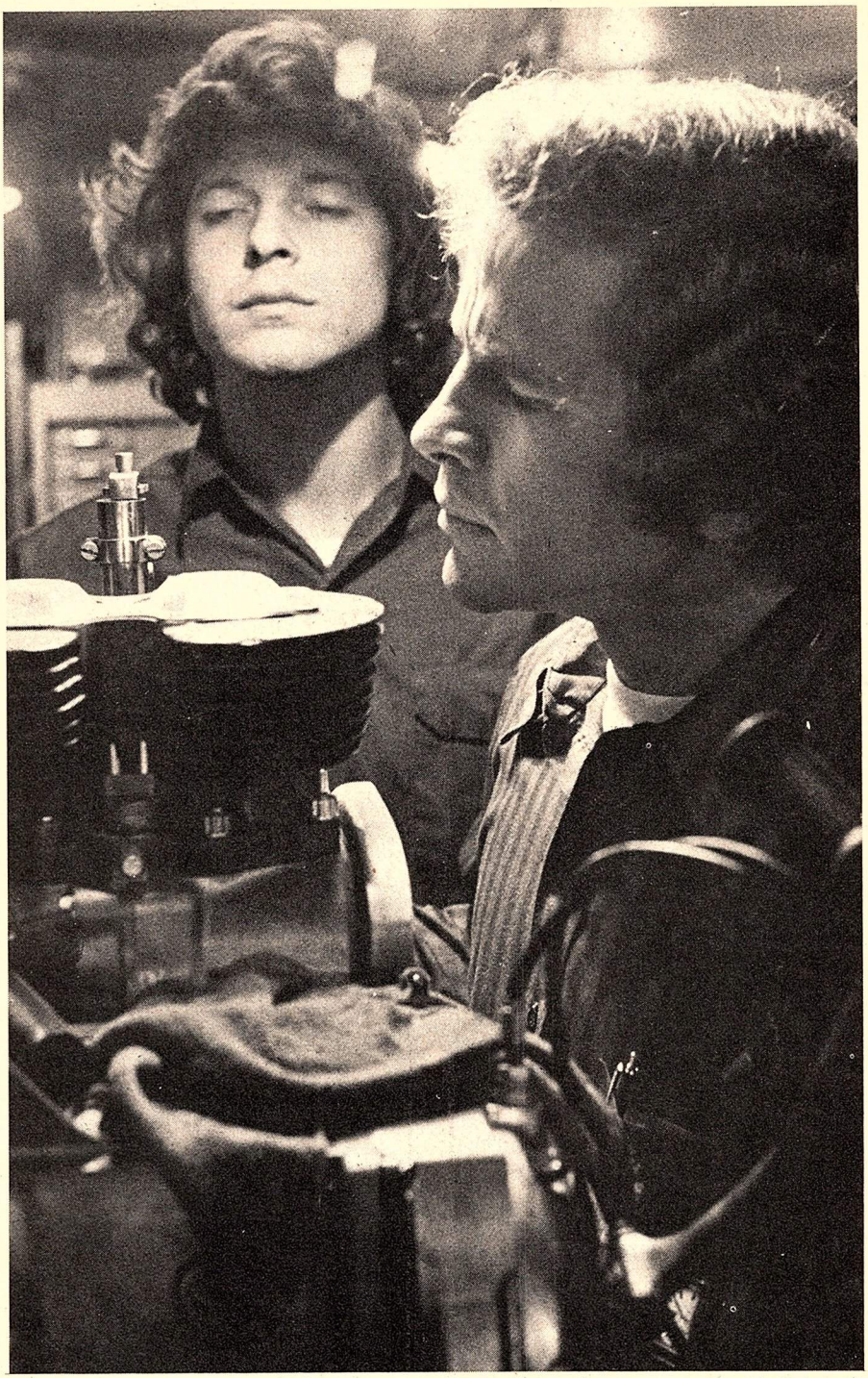
The Nixon they can't get rid of.

By Morris Alpern

Editor's Note: This profile on Gary Nixon was writen in 1973 after the first of his three consecutive road race victories. Then, things really got bizarre with the U. S. mails and ultimately Air Express. In short, it vanished for some ten months only to recently reappear. Nixon wound up the '73 campaign as top points man for road racing. He was not picked up by his 1973 sponsor, Kawasaki, when they cut back their racing budget for 1974. This season he's aboard a Suzuki.

At Daytona in March of this year Gary Nixon apparently had the race won. He was running close behind Agostini, who still had one pit stop to make. Then with the flare or foolishness or both that are a part of this twice national champion, he attempted to pass Agostini and take the lead while the Italian champion was still on the track. He crashed instead. He didn't fall at Louden this past June, however, posting another National victory, making it four in less than two seasons.

However, a short time later, while testing one of the new Suzuki road racers in Japan, Gary went down hard when the engine stuck. Both arms, a leg and several small bones were broken in the high speed get off. Gary is now rapidly recovering from his injuries and was seen hobbling around the tracks lately with the aid of some crutches. By the time you read this, Gary should be back in action on the National circuit. The man they can't stop. The Nixon they can't get rid of.



Nixon and Delgarno check out piston clearance on Steve's Triumph.

Once the scourge of the AMA Grand National Circuit, Gary Nixon spent three years in pain: from his shattered leg, his loss of full factory support, and most of all, from being considered an "also-ran" by the fans and the press. Now, after Laconia and his stunning sweep, Gary is fully back. How did he spend those years, what does he look forward to? In an effort to answer those questions we spent a lot of time with Nixon at Daytona, and then he invited us down to his home and business in Maryland. How he spends his days gave us an insight into Nixon—which, hopefully, we share in the following retelling.

The shrill barking two-strokes were far off, dim in the late afternoon light, shimmering in the cold which made the eyes water. Three of them —far enough away to seem like they were riding on waves of sound: muted in the turns and across the choppy sections, then yapping after each other as they charged across the rutted field for the next corner. The front two, a Yamaha and Bultaco, were side-by-side challenging each other—just behind, the third bike waited for the others to make mistakes.

It was all dreamlike—very removed —till they shrieked back heading for a right turn just past where a small knot of spectators stood.

Half a length behind, the Bultaco was trying to overtake the Yamaha, so the rider didn't brake, held the throttle open longer, then stuffed it in at the last possible moment and cut across the front wheel of the Yamaha.

It was a daring maneuver, almost stupid, but it worked—or it would've worked if the Bul's front tire hadn't hit a rock and twisted, pitching the rider off in front of the Yamaha, which promptly centerpunched the fallen rider with the #9 on his helmet and then threw its own rider to the dirt as well.

Before the dirt cleared the air,

the Yamaha rider struggled to his knees and anxiously shouted "Hey, you all right?" When the other rider mumbled "yeah," Steve Delgarno pulled himself free of his fallen Yamaha, grabbed a handful of dirt, threw it at the unfortunate daredevil and complained "Godammit Nixon, if you can't beat me any other way do you have to knock me down?"

Gary Nixon did a doubletake, saw that Delgarno wasn't serious and broke into a grin himself. Both riders got to their feet and inspected their bikes. Delgarno's had lost a motor mount bolt sometime during the previous twenty minutes racing, Nixon broke his "unbreakable" fender mount when he spilled. Within seconds, however, both were back at the racing, trying to catch the third rider, Mike Sponseller, who was almost a lap ahead on his AJS . . .

This scene took place on March 26, just nine days after Nixon had his Kawasaki break while he was leading the Daytona 200-mile race. In that same race Delgarno had been the rider who went down in turn one, and when the flagman failed to give a signal, Delgarno could only watch as Duhamel and Baumann ran over water and debris from his TZ Yamaha, crashing themselves out of their fight for first and handing the lead to Nixon.

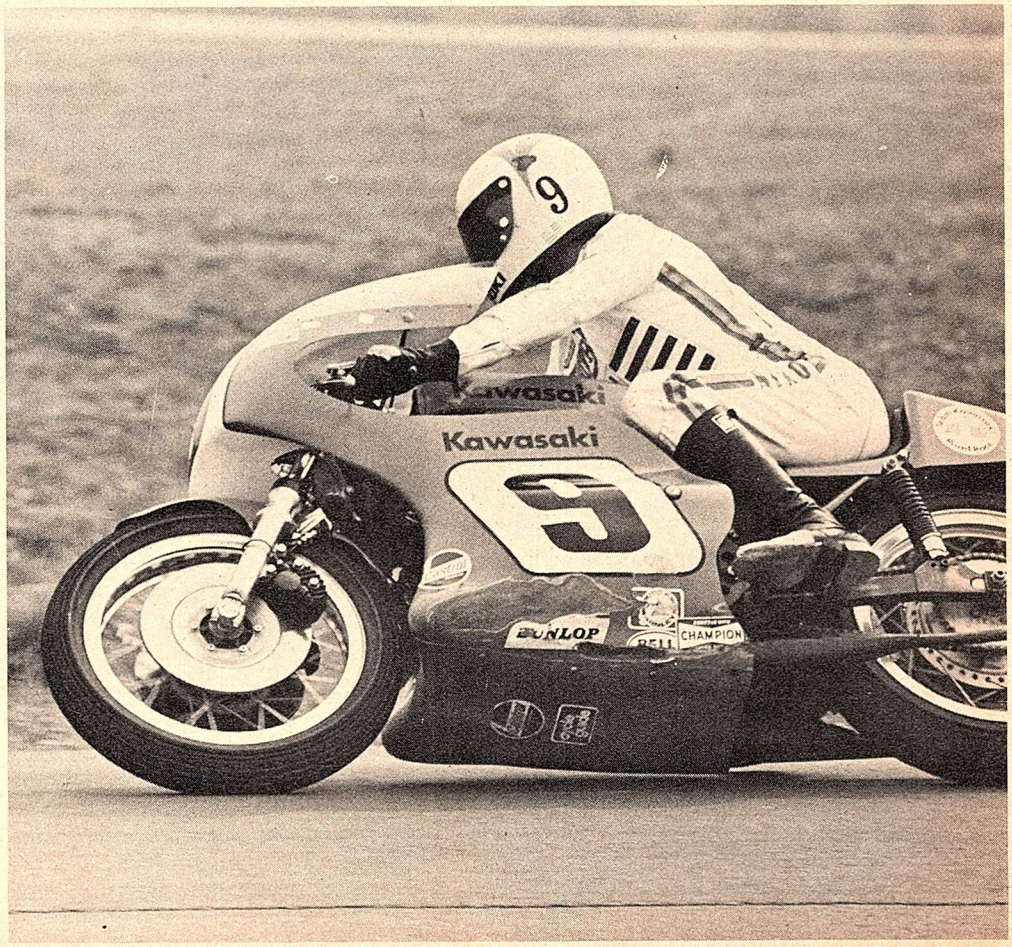
When Gary Nixon had the lead at Daytona it surprised a lot of "experts" who no longer counted the meteoric redhead as a threat in AMA National racing. It also surprised a lot of others who, if asked, would have bet that it would be Nixon who would be involved in just such a mishap. They would be the oldtimers—remembering Gary Nixon as a flattopped "charger," relying on skill, guts and little else. But the roadracers—Ron Grant, Cal Rayborn, Paul Smart, Cliff Carr, etc., weren't surprised. They knew from watching Nixon, and racing against him, that he was a mature rider—his awesome natural abilities combined with superb technique and a champion's craftiness. Nixon was *always* smart, but now he knew when to "cool it" —his injuries had taught him that he could, if he had to, wait till next time. His painful firsthand experience had also taught him that factory sponsorship didn't go to the rider who gave it all he had and then crashed spectacularly—that injured former champions get a lot of sympathy and backpatting but the rides and money go to the riders who finish first.

Nixon proved his Daytona showing was no fluke when he took second place at the Dallas National Roadrace in early April, but it remained for the 250cc race at Loudon for Nixon to demonstrate that he had made it all the way back to the top.

Nixon had dogged Gary Fisher, passed him, and then began getting pressure from Kenny Roberts when the race was halted because of rain. The next morning seemed like an instant replay: Fisher again took the lead, Nixon again passed him and then got into a tooth-and-nail struggle with Kenny Roberts. Roberts got around Nixon once or twice, but each time Nixon regained the lead. Then, on the last lap, coming out of the 180° righthander, Roberts pulled alongside Nixon and on the lefthand switchback Roberts put his wheel ahead of Nixon's. As they shot up the last straight section before the final banked turn Nixon's Noguchi Yamaha was about a length and a half behind Roberts' factory Yamaha, trying to overtake. So Nixon didn't brake, held the throttle open longer than Roberts did, and with his brakes practically locked, Gary stuffed it in at the last possible moment and forced Roberts wide, assuring himself of the victory. It was a daring maneuver, almost stupid, but it worked! And I thought back to our visit with Nixon in March, before he had fully regained his credibility, when he was fighting for survival as a racer . . .

Gary Nixon Enterprises is located in Cockeysville, Maryland, behind and underneath a small Triumph Shop, in an area that looks about five years away from urban renewal. Inside Nixon's office/warehouse/shop, however, it is immaculate. Not to say it is neat, just immaculate. Nixon is, believe it or not, a notemaker. There's a note greytaped to the sink ("Get screen for drain"), notes on the milling machine, notes on frames, notes next to the calendar and notes next to the phone. When asked about them Nixon said, "Sometimes I write something and then I forget about it, but if I leave a note to myself taped up, sooner or later I'll find it and do something about it." As he said so, Nixon noticed that we were looking at the note over the sink. He suddenly started looking through boxes and filing cabinets, finally coming up with a piece of screen about one foot by two. He laid it into the bottom of the sink, said "See what I mean" and turned happily back to the Triumph engine he was working on, leaving the note neatly taped in place.

Last ride for the Big Green Machine.



Activity around Gary Nixon Enterprises starts at about 9:30 a.m. when Delgarno, Nixon's protegee, arrives to work on his motors or Gary's; but the place doesn't begin to hum until Nixon gets in at 11:30 asking for his morning coffee and sweet bun.

The 1973 model Nixon (all his friends refer to him as "Nixon," never Gary) is little changed from the lean, young sharply-dressed dude who garnered his first National win at Windber, Pennsylvania, in 1963. There are lines in his leathery face now, and the hair is longer and more modish (except that it's thinner) but the flesh is still tightly hung on the wide, strong jaw and his muscular body shows few outward signs of the physical beating that twelve years of the Grand National tour have inflicted. . . .

"I was always a good athlete. I loved sports, but in high school the other guys all started growing and I didn't. What do you do if all the guys you used to play basketball with are suddenly a foot taller than you are and you can't even make the team?

"Same thing with football—they won't even issue you equipment if they don't think you're big enough!"

Gary was born on January 25, 1941, in Anadarko, Oklahoma. By the time he was fourteen years old, he was living in Oklahoma City and sneaking rides on bikes or scooters around the neighborhood.

By 1956, Nixon was riding Sportsman Scrambles for a local dealer and also managed to become top eliminator in stock class drags. In his new sport, it seemed, Nixon's weight of 89 pounds was a help, rather than the hindrance high school coaches considered it.

"I found out that motorcycles were something I could compete with on an even basis—riding a motorcycle I was a winner. All I wanted was a chance to do my best—motorcycles gave me that chance.

"I was riding in drag races and doing pretty well at about the same time Ed Holcomb and Sammy Tanner were doing well with Tanner riding Holcomb's bike. Then Sammy split for California and Holcomb asked me if I wanted to ride his bike in a state scrambles championship.

"You wouldn't believe that bike! It was a rigid frame half-mile 500, but I guess I did pretty well on it because I took second in that championship, then I won the next four. That convinced me, right there, that I'd found something I could win at."

By 1958 he had turned professional and earned enough points to turn Amateur. He was the 6th ranking National Amateur in 1959, so he decided to test himself against the best national riders by making a trip or two to Illinois in 1960. As his limited finances allowed few luxuries, his trips were spent making every race he could in the time he could afford to stay.

Gary started to commit himself completely to racing in '61 and '62 when he would race during the season and work all winter at the A&B Cycle Center in Oklahoma City.

In 1962 Gary was running second at Springfield, against the best Experts in the AMA, only to run out of gas on the last lap. His bad luck held at Indianapolis as well. Nixon was riding a Triumph for Herb Reiber of Washington, D.C., and was again in second when his chain broke.

But Indianapolis also provided the first bit of good luck—much better luck than anyone could have predicted at the time.

Cliff Guild (pronounced Guy-uld), chief mechanic at Triumph Corporation (at that time) made it a point to acquaint himself with Nixon.

"I got kinda friendly with Cliff at Indy. He wasn't in a position to offer me a ride, but he said he might be persuaded to help me out with a half-miler if I wanted to move back east."

At about that time Nixon was planning to move to Washington to work and ride for Reiber and Walt McQueen, when he received word that he might be drafted. Like any other 21-year-old, Nixon didn't know exactly what to do, so he called Guild to ask for advice. Cliff said "don't worry about it, come up to Baltimore and we'll see what we can do."

Guild managed to alert the brass at Tri-Cor that Nixon was around, and when one one of Triumph's two sponsored riders got hurt before the '63 Laconia Road Race, he was authorized to offer the vacant ride to Nixon.

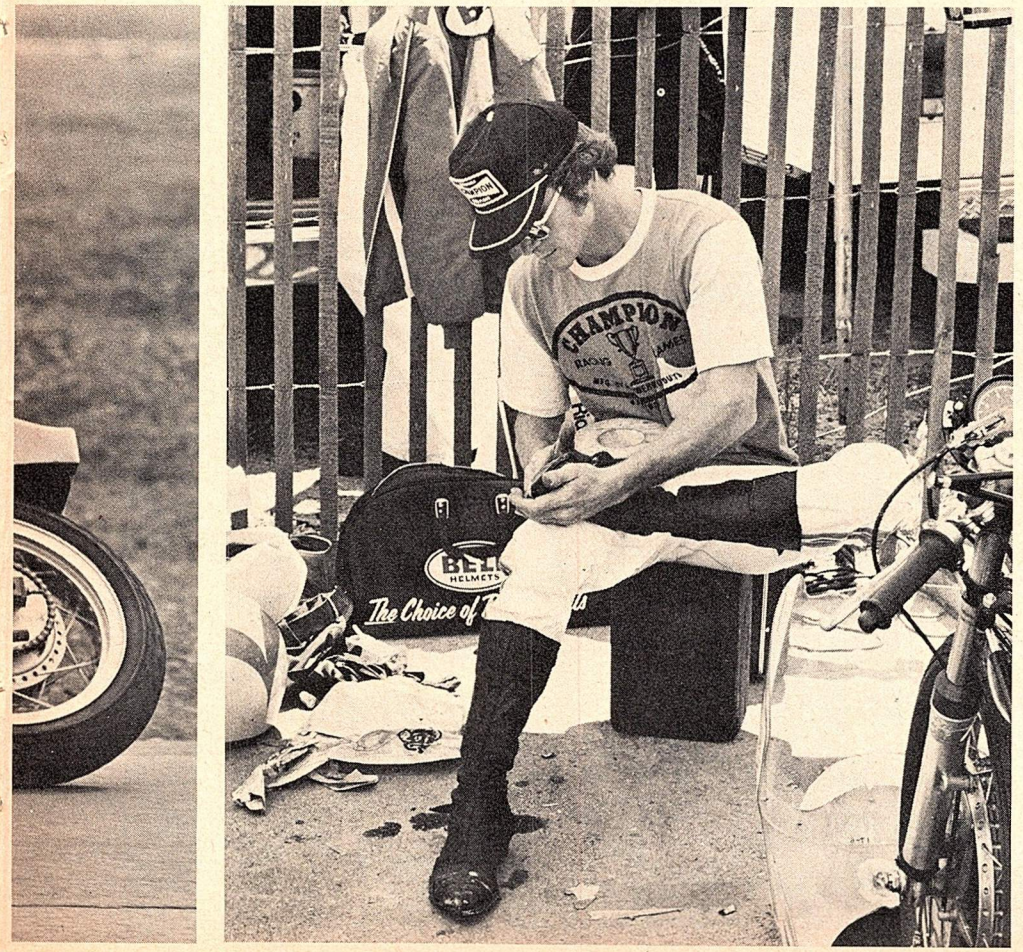
Riding the old Belknap course at the National, Gary had moved up to sixth place when his electrical system failed. Nixon was concerned that he had "muffed" his big chance, but nothing could be further from the truth.

Cliff built a bike for Nixon to race at Windber, Pennsylvania, a race that would be Gary's first National Win —fittingly on a road course.

"I just simply had the best bike. It stopped better and ran better—I *lapped* Dick Mann, AND HE TOOK SECOND!"

Later that year Nixon won the shorttrack at Santa Fe, the second

Pre-race ritual: duct taping boots on the wear spots.



of his (currently) 16 National wins. (Now 19.—Ed.) It marked the beginning of a highly rewarding relationship between Gary Nixon and Triumph.

In 1965 Nixon finished third overall in the points standing, in 1966 he was second and breathing down Markel's neck, with the fans resenting him for his treatment of the incumbent champion and his "hot dog" wheelies whenever he took a win.

In 1967, riding the Triumph 500 Twins that outpowered every other marque then competing, Nixon took the Grand National Championship for the first time. But even then many skeptics minimized his achievements by insisting that "anybody could have won with those jets."

But 1968 had to convince even the most stubborn critics that, in Gary Nixon, we had a National Number One with all the skill, courage and tenacity that could possibly fit in anyone's body, regardless of size. The Triumph "jets" were suddenly down on power, after a winter when the other factories pulled out all the stops to prevent Triumph from taking another sweep, but Gary Nixon retained his Number One plate by finishing at or near the top in almost every race he entered.

Nixon had even greater difficulties in 1969 when the 750cc rule took effect. The Triumphs had the 750 Triples and 650 Twins, but they were not yet fully competitive. Even so, Nixon was very much in contention for Number One, until his bad accident at Santa Rosa.

"I was just trying too hard—doing something I shouldn't have been—and I slid out and hit the wall.

"It was the worst pain I've ever had. I looked down and nearly fainted—there was the bone, all splintered, sticking through the leather. So I tried moving my toes and, when they did move, I thought 'Maybe it'll be all right.' They took me to the hospital, but from the way everybody was acting I really started to get scared, I thought they were gonna cut my leg off.

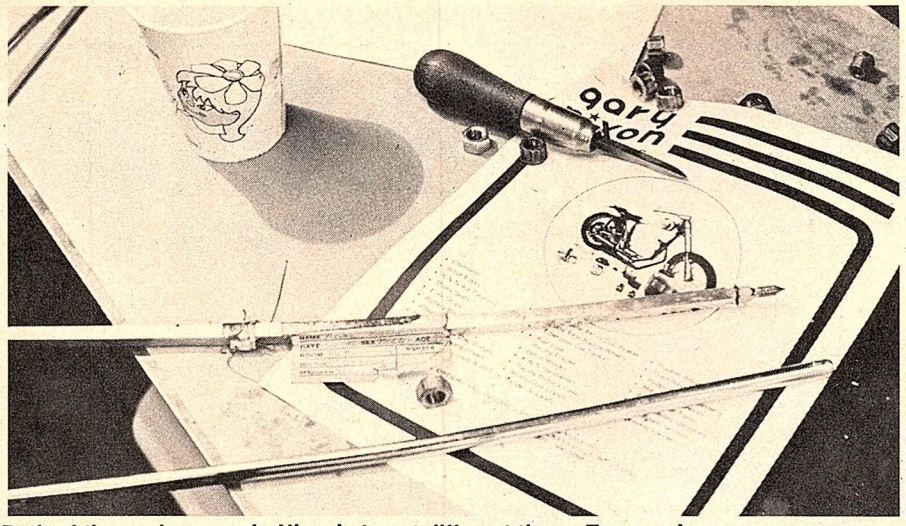
"Then I got lucky. There was this doctor, Dr. Bechtol, and he *just happened* to be in the hospital that day. If I have anybody to be grateful to it's him, that man saved my leg.

"Then I was really out of it. I guess it was the medicines and shock, but I lay around that hospital for ten days not knowing what hap-

Nixon and friend Delgarno play race until . . .

Gary drops it and gets centerpunched.

. . . making Delgarno fall off his Yamaha in the process. Nobody got hurt and after a check on the bikes, they resumed play racing.



Both of these pins were in Nixon's leg at different times. Top one has a screw end, while the bottom one is a stocker.

pened, where I was, or anything. Then, when I was feeling better, they told me 'you've got a bad compound fracture, the race you were hurt in is going to be the last racing you'll do for a year.'

"The wound had gotten dirt and lime and all inside when I crashed, and they couldn't get it all cleaned out so they told me that there was a good chance I'd get calcium deposits on the muscles as a result.

"The kind of break I had is called a 'butterfly break' because of the way it's shaped, so they had to put this fourteen inch pin in my leg and then 'safety-wire' the bone together too. They told me that 'if that leg gets hit hard again it won't break the pin, it'll explode the bone.' "

So, while Mert Lawwill won the Number One plate in '69, Gary Nixon went back home to Baltimore to recuperate.

"That ended one of my dreams. I wanted to win the Number One plate five times in a row and then retire. Now, I'll be happy just winning all the road races."

After difficulties getting clearance to ride the 1970 season, Nixon more or less competed on the circuit, posting only one National win—the roadrace at Loudon.

"The pins didn't really hurt during a roadrace, but in dirttrack racing they nearly made me pass out. The pin had a sharp point on it, with threads so they could pull it out when the leg was all healed, and it stuck out of the bone and into the meat on my leg. It was at least ¼ inch out and during a dirttrack the whole thing would bunch up and snag my leathers on it—Pain? You wouldn't believe it."

After 16 months, in November of 1970, Nixon had the pins removed. As part of his program of getting in shape for the '71 season Nixon started riding around the quarries and sandpits in the Baltimore area "every day after the first of the year."

He went riding with his friend, the late Jim Zimmerman, and one day shortly before Nixon was scheduled to leave for Houston he really "bought the farm."

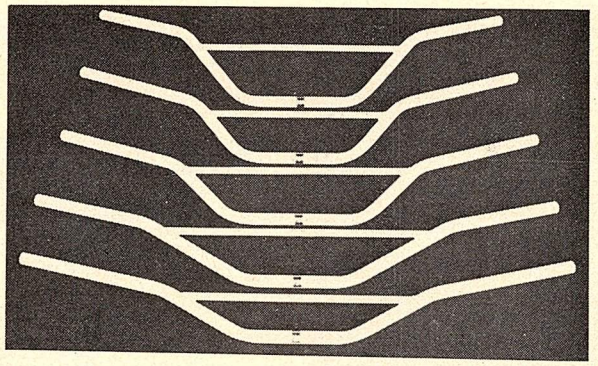
"I was on this real slow Triumph 250—I think the rod was going—and we were going up this very muddy hill with railroad tracks at the top. The front wheel got loaded up with mud and then the bike started to come over on me and I really got stupid. It was a new bike and I tried to save it, and it fell over me right exactly where I had broken the leg before. All I had to do was just step aside and let the bike fall, but I had to try to save it—stupid!

"Well, I had found this doctor in '70, when nobody else would give me a medical clearance to ride, and I went back to him. His name was Dr. McDonald, and he opened up the leg, took the wire off the bone, cleaned all the calcium off my muscles, then he honed the bone out 11mm and put a new pin in. I was right back where I started. Except, I knew I was going to Daytona if I had to be carried there!"

Triumph had prepared a special roadracer for Nixon, with lowered footpegs and a very hot engine. Unfortunately, Gene Romero, Nixon's teammate, had won the Number One plate in 1970 and when he saw Nixon's machine he politicked to get it.

(Nixon's association with Triumph and its Baltimore management had been a long and mutually rewarding one, just as Johnny Unitas had also brought to Baltimore a long and fruitful identity. But, just as with

(Text continued on page 76)

Motorcycle Accessories
GRAHAM'S SHEET METAL
INTRODUCES
A NEW .065 wall, 4130, seamless chromoly bars.
Weight: only 30 oz.
Chilling white epoxy painted for
THE COOL LOOK

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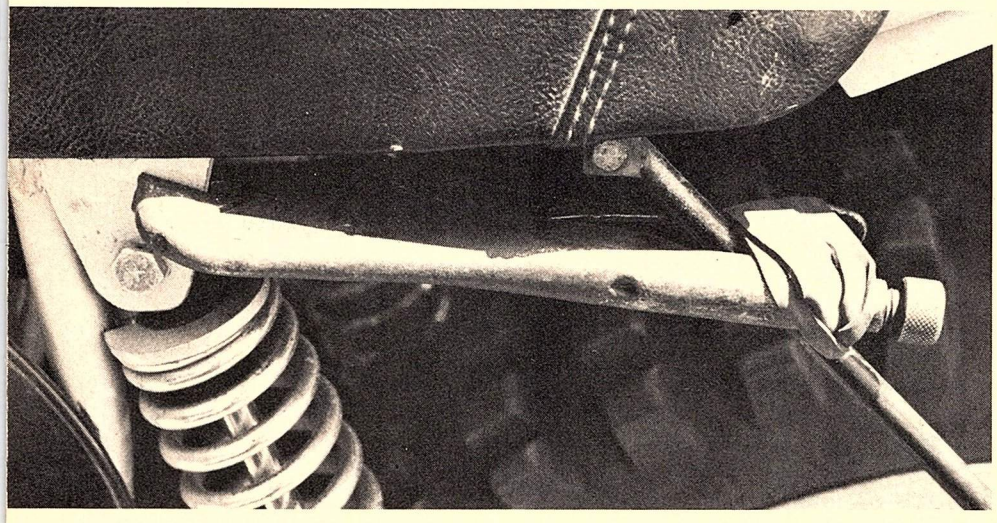
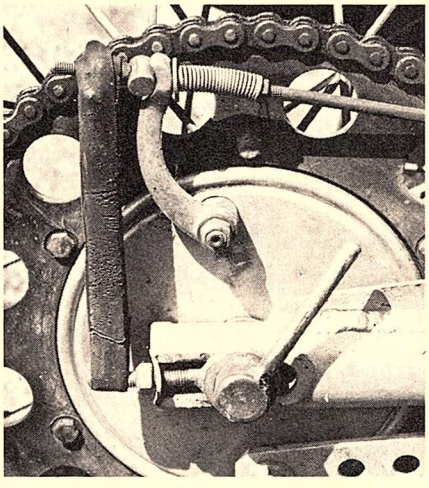
A Million Things
You Can Do With Old Inner Tubes

By Rondo Talbot



Carrying tools is but one of the many things you can do with the humble inner tube. Vise grip is clamped to shock gusset and trip arm held in place with rubber tension.

Gad! Even more tools. This time, a universal everything tool is held firmly against a frame down tube.



CZ and Maico freaks will always get their brakes to return with an inner tube over the arm.

Keep your throttle from slipping off under moments of pucker time by wrapping a loop or two of the wonder tube around the throttle housing to a solid spot on the bars.

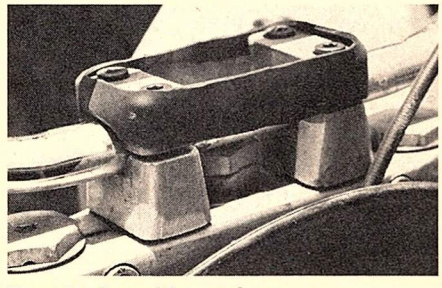
HOLD IT RIGHT THERE, sport! Don't throw that funky old inner tube in the trash can. Do you realize that not only is it a useful item with many applications, but an actual friend in time of need?

Just because that little sucker has twenty or thirty holes in it, that doesn't end its life span. Nossiree. Its *real* useful years are now ahead of it. After all, when it was wrapped up inside of a grungy knobby, what in the pluperfect hell could the poor thing do but hold air. That's a relatively simple task that even a penny balloon can do in the hands of the clumsiest nose-picker.

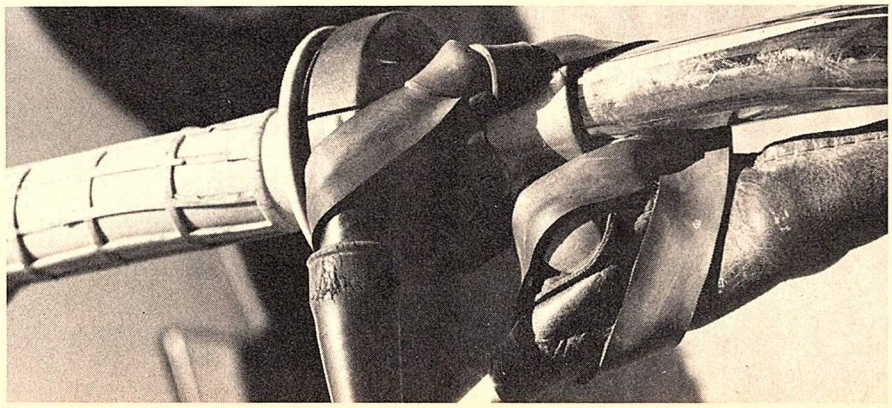
With the application of a common pair of scissors, X-acto knife, or razor blade, the lowly inner tube can now be transformed into many wonderous things.

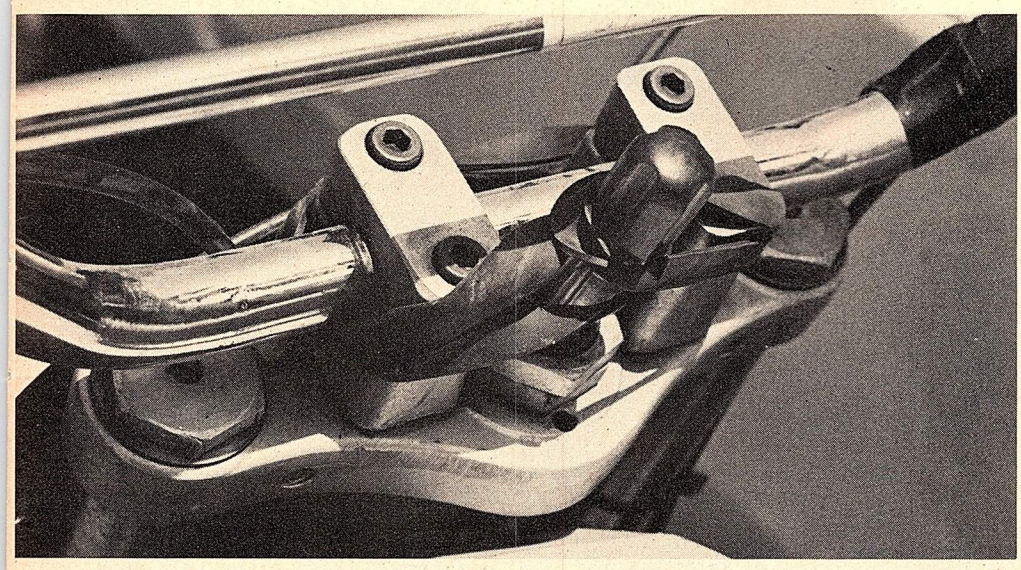
You doubt?

Then, scoffer, take a look at the accompanying photos, showing just a few of the ways the wonder tube can be incorporated. ●



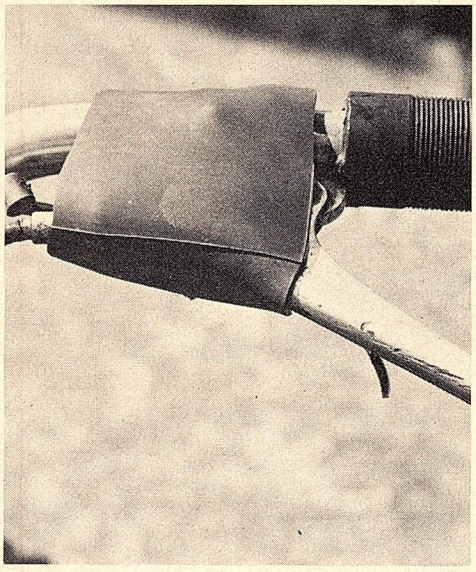
Front brake cable catch on your handlebars mounts? Stop it from happening with a precisely cut section of rubber.



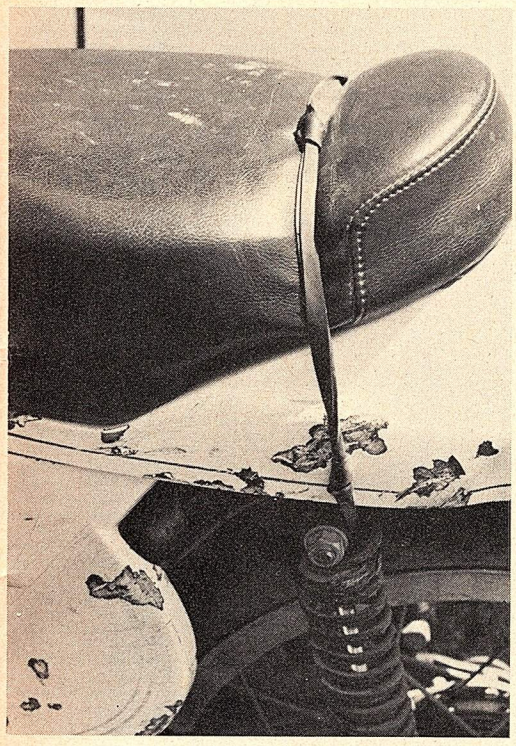


Any steering head with a hole in it becomes a nice place to carry a screwdriver with clever use of scissors.

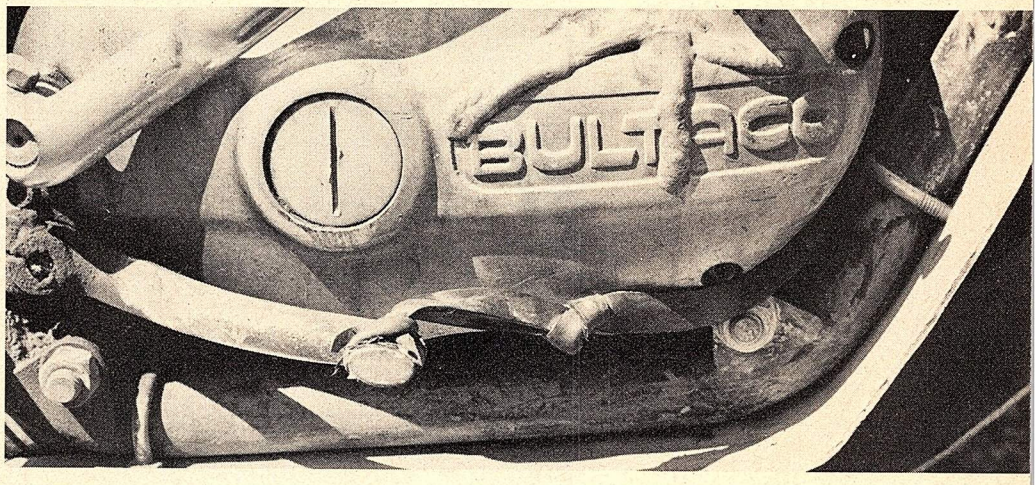
Even good riders can lose a seat bolt—and the seat will fall off. If this happens and you have an inner tube or three handy, your rescue is in sight.

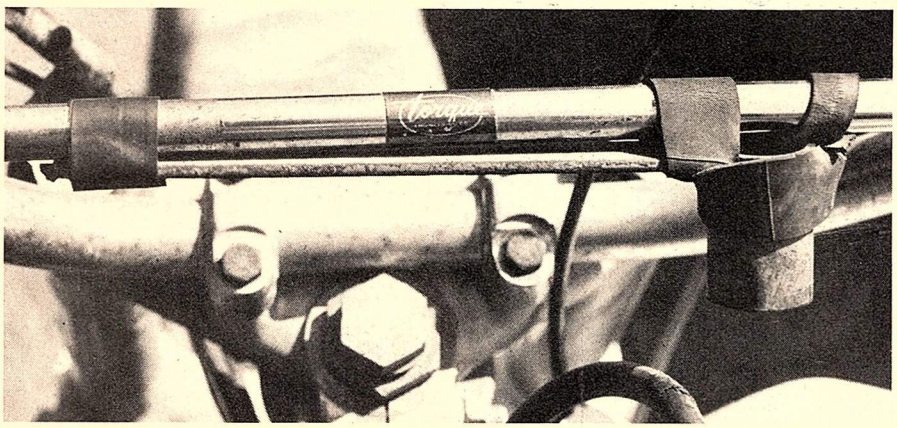


Nifty lever cover/protector at little or no cost.

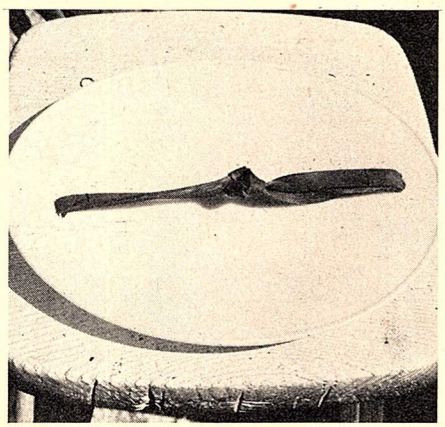


Quickly brush guard is accomplished by using a frame tube as a base.

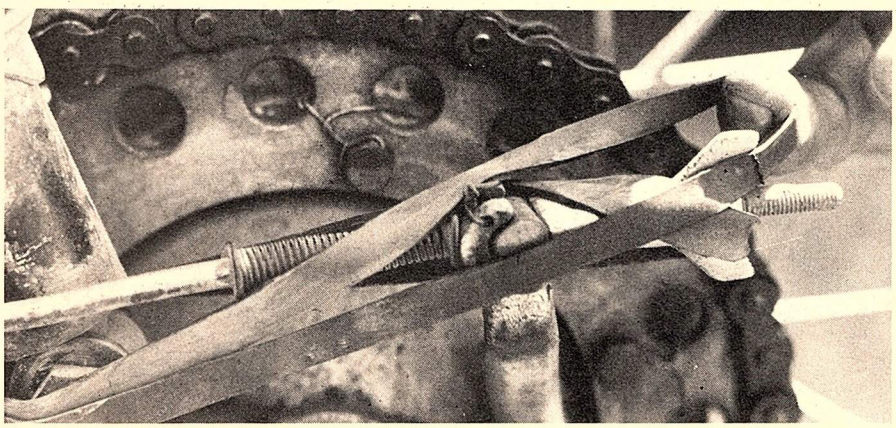




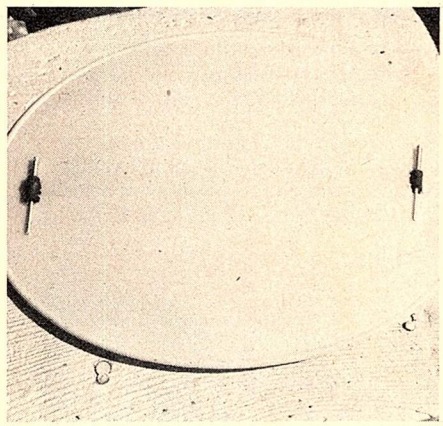
Plug tool can be carried on the bars and detached quickly.



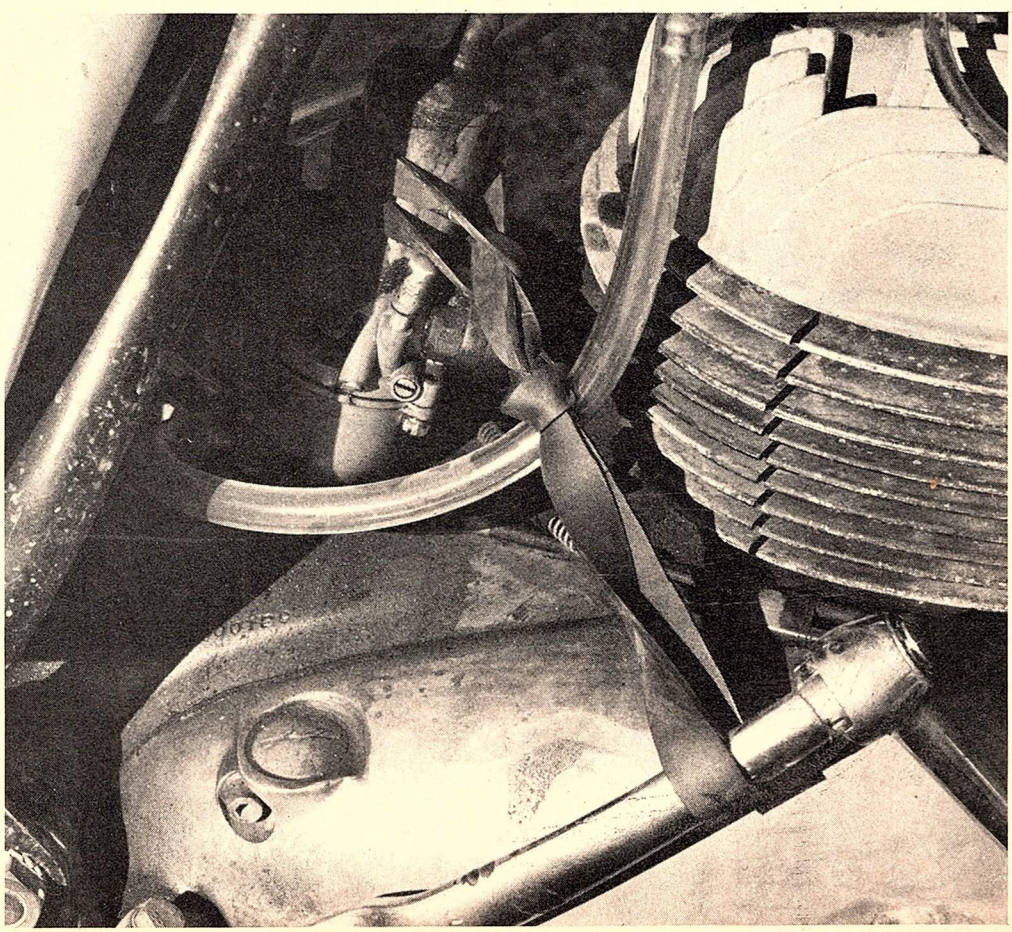
Backside of a rubber mounted number plate . . .
. . . and the front side. Nails will do fine.



Another variety of brake return usage. This one on the world's ugliest Bultaco rearend.



Kick starter flopping around? Cure it by—you guessed it—the under-rated inner tube.



CHICAGO TROUBLE MAKER

EAST/WEST CHALLENGE

Krause sez: "I will conquer the desert."

By Vic Krause

Dear Persons (?) at *Modern Cycle* Magazine, et al:

While relaxing around the house yesterday afternoon, I observed my wife, Darleen, changing the papers in the bottom of our parakeet's cage. I was outraged upon discovering that she was using pages from old issues of a motorcycle magazine. I strongly reprimanded her, recalling how violently ill the birds became on the last occasion when she inadvertently lined the cage with pages of Sieman's column. Let me tell you, pumping out a parakeet's stomach is no picnic.

Calming down a bit, I retired to the "Room of Rest" with the offending publication. It was the March, 1974, issue with the garish front cover of a fellow cleverly displaying a two-piece handlebar. The real eye-catcher was the modest, unassuming headline, "World's Biggest Race."

That headline, "World's Biggest Race," still intrigued me, yet as I approached that story page, I half expected to be enlightened with the knowledge that the "World's Biggest Race" are the Bulgarian refugees that migrated to Burbank. I was pleasantly surprised to find it was a bonafide story, about some annual desert race run between Las Vegas, Nevada, and Barstow, California, or vice versa. I began reading.

The first portion of the story was entertaining—if a wee bit melodramatic. It seemed that the writer overemphasized the danger aspect of the race—surely it couldn't be all that risky. And a mere 3100 entries is nothing to holler about either. Big (expletive deleted) deal — I could swear there are at least that many riders in my class every Sunday at any of our local Midwest MX tracks. The part that really tweaked my frame was about the so-called legend of Barstow, as I have heard it called. Namely, that no rider from east of the Mississippi has ever completed the Barstow desert run on his first attempt. My brain went into instant preignition—proud midwesterner that I am. And this foul myth is the prime reason for this letter.

I am hereby serving notice that I am planning an assault on the sacred legend of Barstow. I fully intend to conquer that geological wasteland, predicting a finish on my first attempt. My success should quell any misgivings about the skill of U. S. Eastern riders and should justly avenge the unfair slur on our prowess as potential desert racers. After all, putting things in the proper perspective, Barstow is just a large gathering of riders out cruising on the soft desert sand for a couple of hours—all of whom were probably looking for a good excuse to get out of the house for a couple of days and live it up in Las Vegas. Cleverly, all the stories told and published about the Barstow are designed to frighten away any interested Easterner so we don't show up and expose the whole sordid affair.

Gentlemen, the end of an era is near. Enclosed please find my entry fee for this year's Barstow to Vegas Hare and Hound. See you in November.

Vic Krause
Krause Competition Cycles
Northlake, Illinois

P. S.: I have begun an intensive physical conditioning program, so you know I'm serious. Among other things I lift a CZ frame two inches off the floor at least once a week to build strength. ●

BEFORE YOU LIGHT OFF THAT TORCH, READ THIS—TWICE

CUT-FRAMED FACTS

Jim Mercier

NOW THAT LONG TRAVEL rear suspensions have swept the country like legal grass, you either have it or are thinking about doing it. Before taking the torch to your two-hundred dollar frame, we think there are a few things that haven't been said. Many guys have the whole procedure down pat (they think). Just by attending the races one could find twenty-six different ways to get the hot set-up. There's nothing more aggravating than not having the same trick-travel as the next dude.

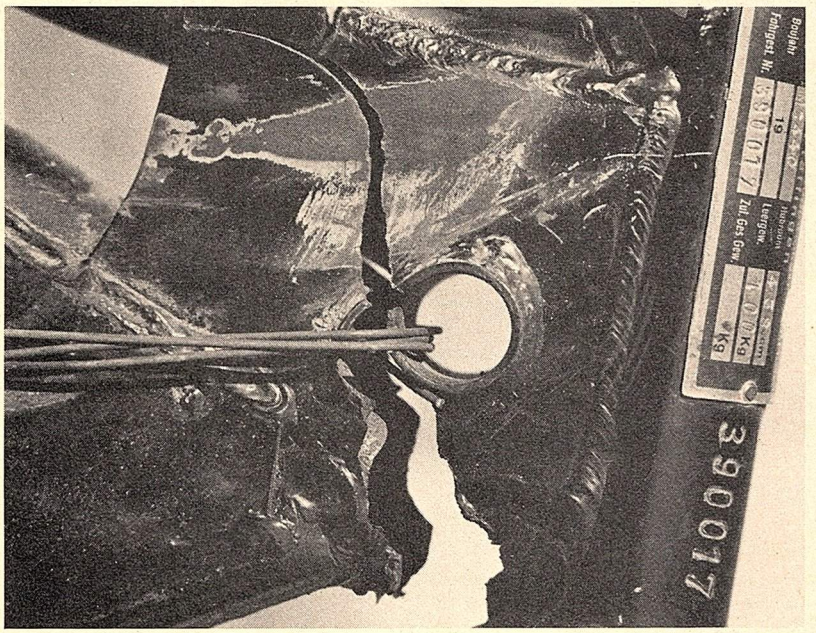
When six inches of travel on a rear suspension was first claimed, everyone was shocked. This opened many new doors, enabling a rider to go faster over the roughest tracks, with nowhere near the physical strain as a conventional suspension. Besides it looks "BOSS."

After these last ten months of trial and error, we've come up with important points that will help the riders who are about to take the big step into the new shocking world.

With this new extended rear travel, people don't realize what is actually happening. You might not feel the bumps and jars as much, but they *are* still there. Sure, you can go faster longer but just think what your frame is going through. Right now, steering heads are being torn off frames, backbones buckled and bent, rear frame sections falling off, swing arms bending, shock mounting tabs bending and breaking.

All of the following information may keep you from decorating the landscape with your body and may even save your life.

Forward mounted shox are just fine, but . . .

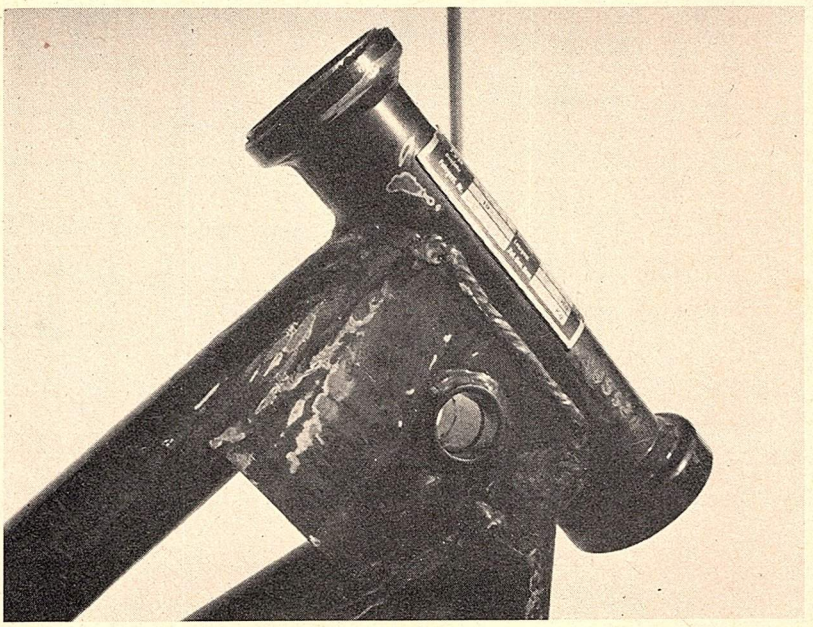


Think how light your bike would be if your forks and front wheel were gone.

Now that you've got the frame done, all you have to get is a different airbox, heavy duty shocks with springs, re-mount your side panels or number plates and lots of nuts to hold onto the bars.

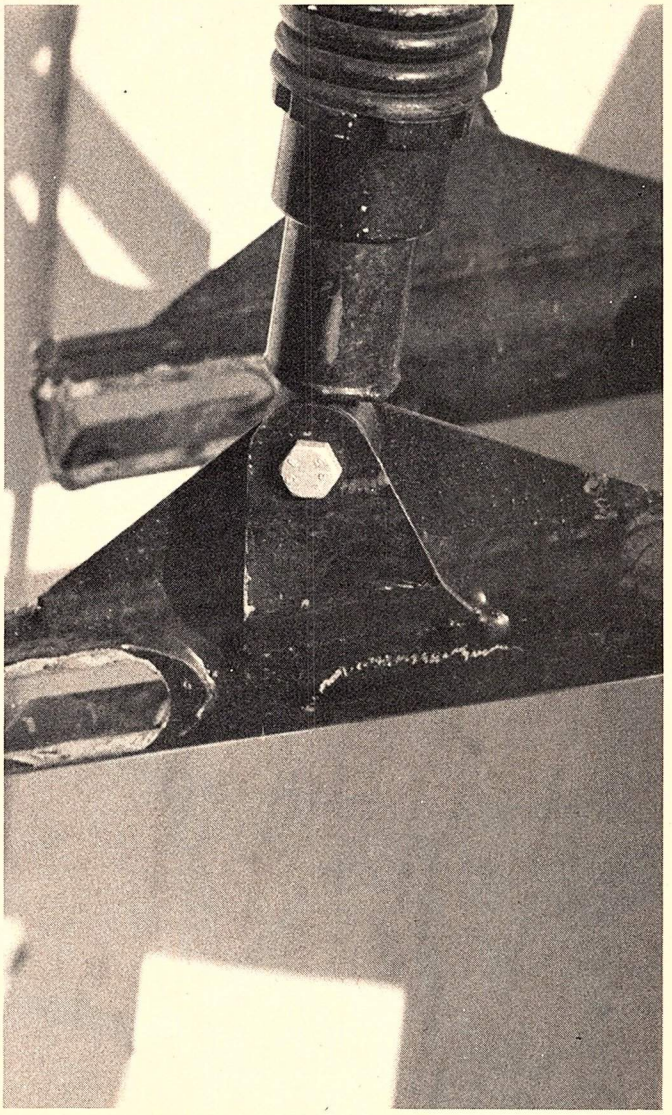
A few more things to keep in mind when you weld; if your frame is made of chromoly it has to be annealed, or it will break as sure as you are riding it. If you have the thing gas or arc welded, it should be stress relieved by annealing.

The latter two are probably more practical, for heat-treating would cost much more than the frame is worth.

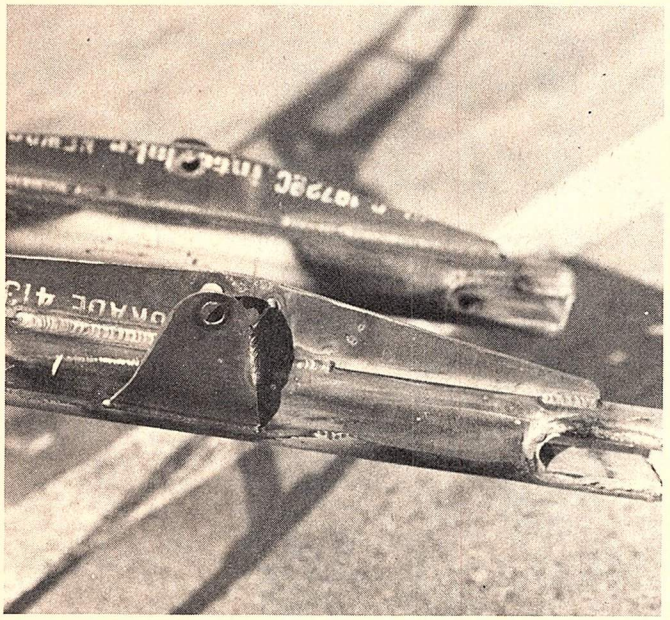


Standard steering head is strong enough for standard frame, but won't make it on new model.

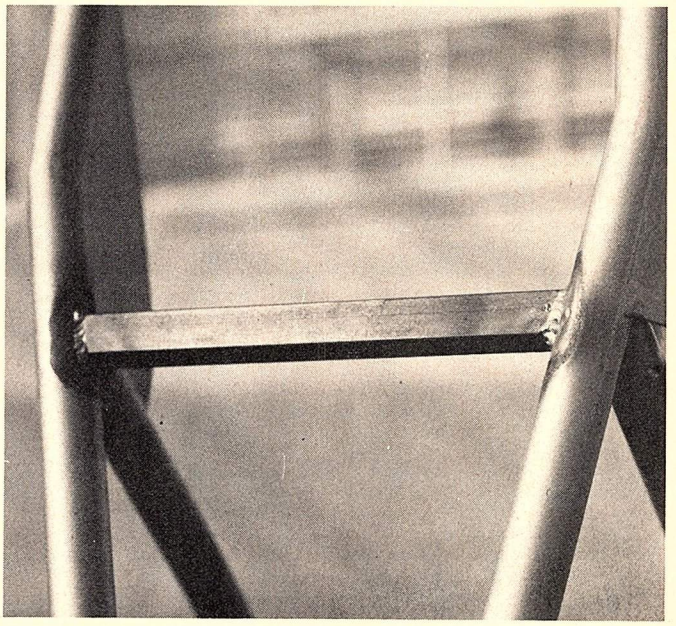
After placing strap around steering head, it's ready for heavy action.



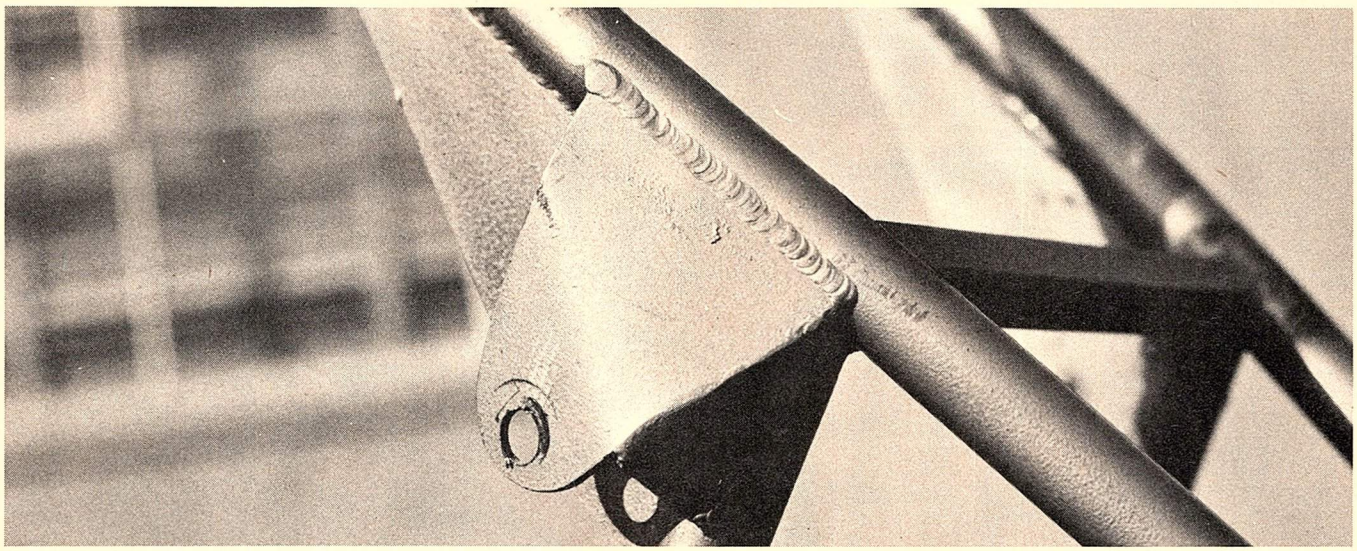
In stock position, little gusseting is needed, due to leverage differences.



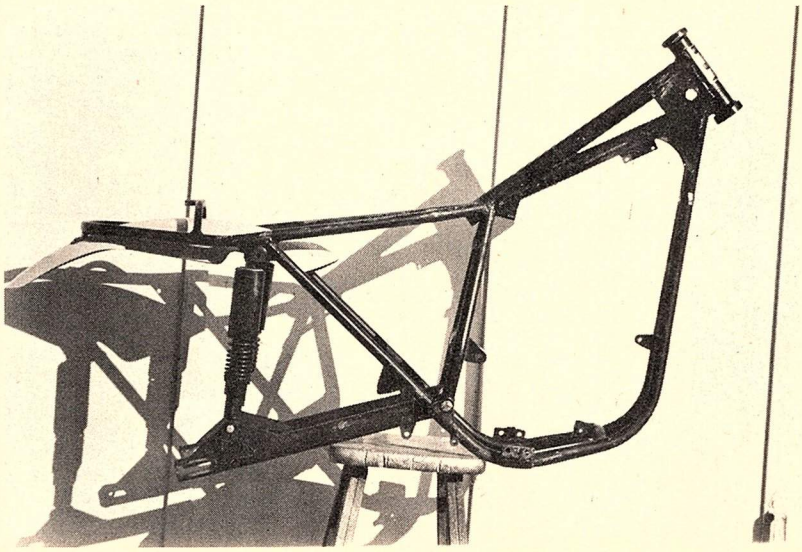
With added leverage, gads of gusseting are needed to save swingarm from bending and flexing.



This piece is installed to keep rear loop from flexing and supply place to seal air box from dirt.

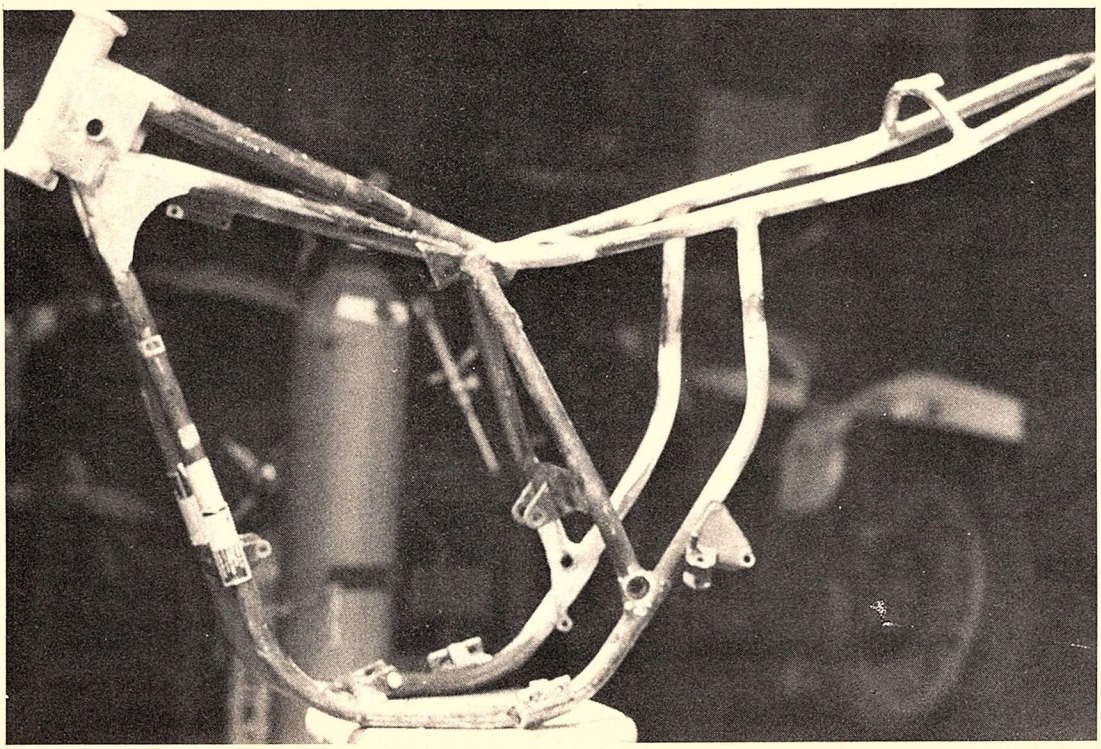


All mounts should be boxed in to prevent the mounts from being torn off.



Take a good look, one standard frame, pre-mod.

Frame after being cut, bent, ground and welded.



PRODUCT EVALUATION

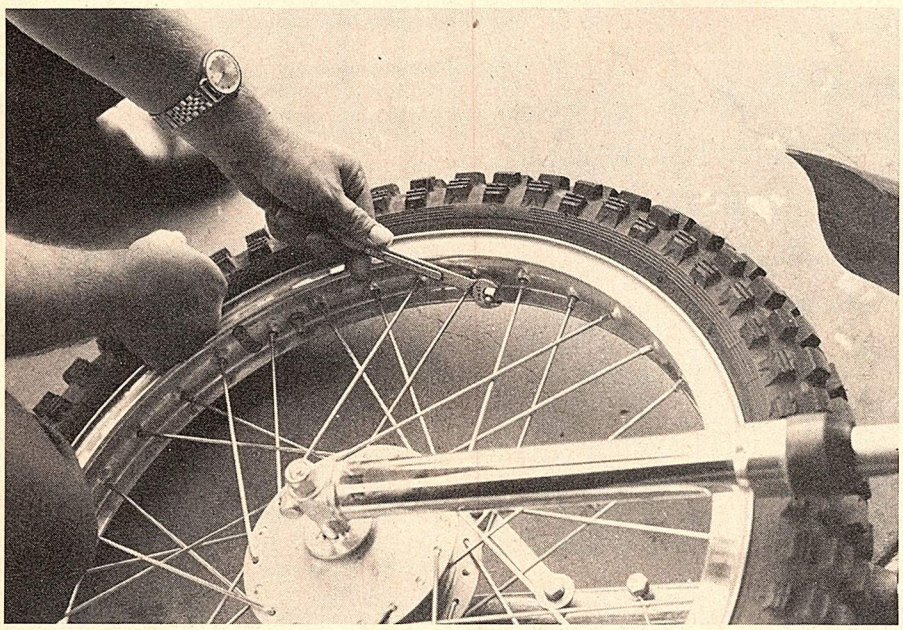
BREEZER TIRE TOOL

By Rick Sieman

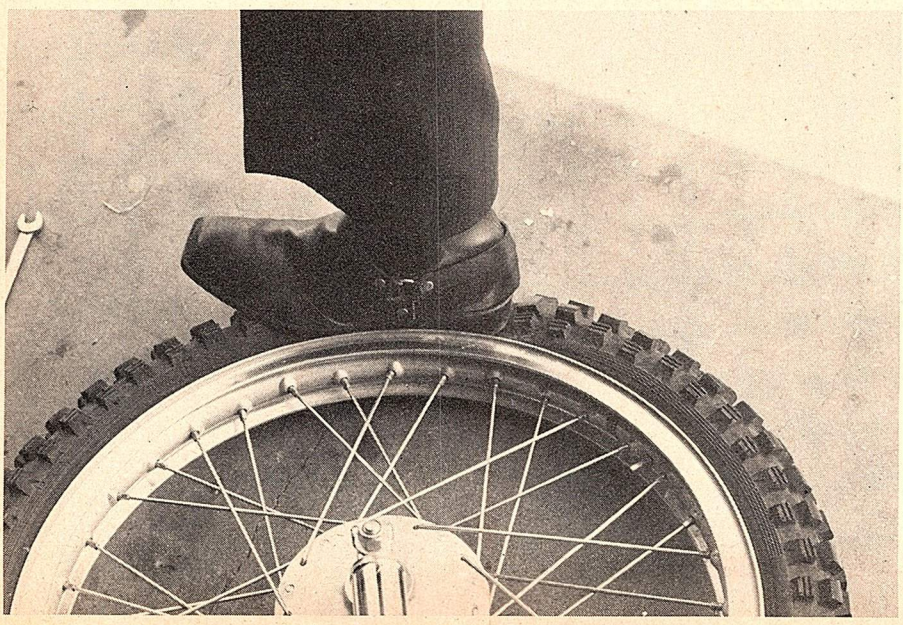
Fixing a flat without removing the wheel?

Couple of months ago, I was approached by a John Richter, and asked to look at a "revolutionary" tire tool. Having looked at more than a fair share of "revolutionary" products in the past that turned out to be bummers or hypes, this one was greeted with skepticism. John offered to demonstrate the tool at my convenience. Heh, heh. Little did he know, that deep in the bowels of my garage, lay the gnarliest rear wheel ever seen by mortals. It was a CZ rear wheel coated with rust, three-rim locks and a 4.50 x 18 Dunlop that had been on for two years.

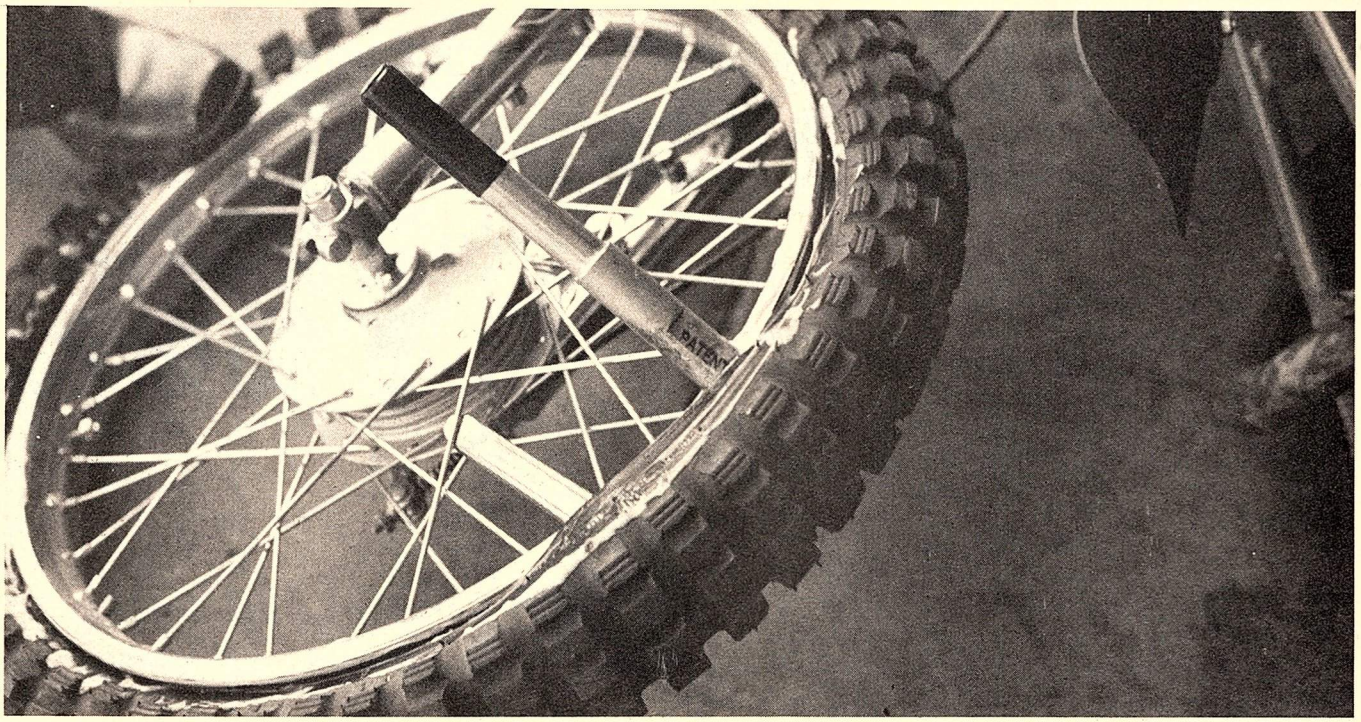
John showed up the next afternoon in the normal garb of an insurance salesman (which he is). The temperature was right around 86 degrees and he was clad in a suit and tie. For the next hour and a half, Richter went through pure agony and hell. Sweat poured from his middle-aged brow. Off came the jacket and the tie. A half hour later, the shirt came off. Then the T-shirt. Big Jim stepped in just in time and helped remove the tire for the panting Richter. We were afraid his pants and shorts were



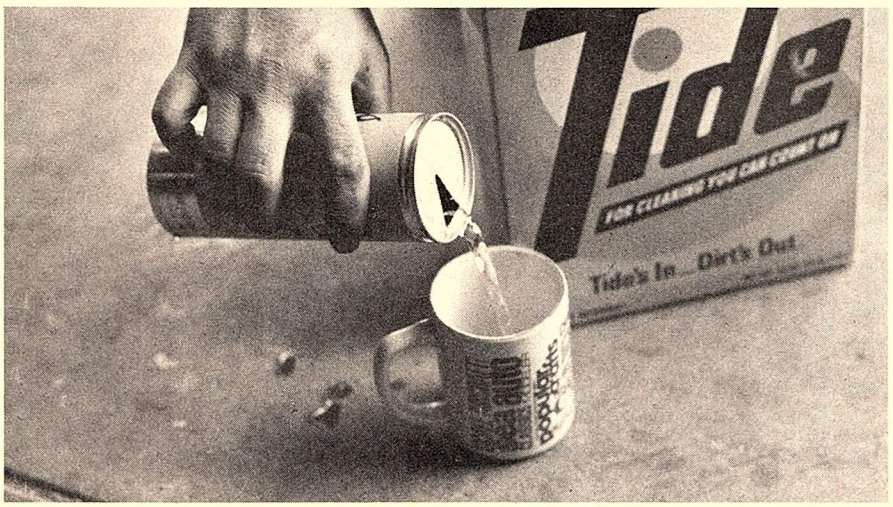
We loosened rim locks after carefully laying bike on its side.



Then, some careful stomping was applied to break the bead loose before attempting to insert the Breezer.

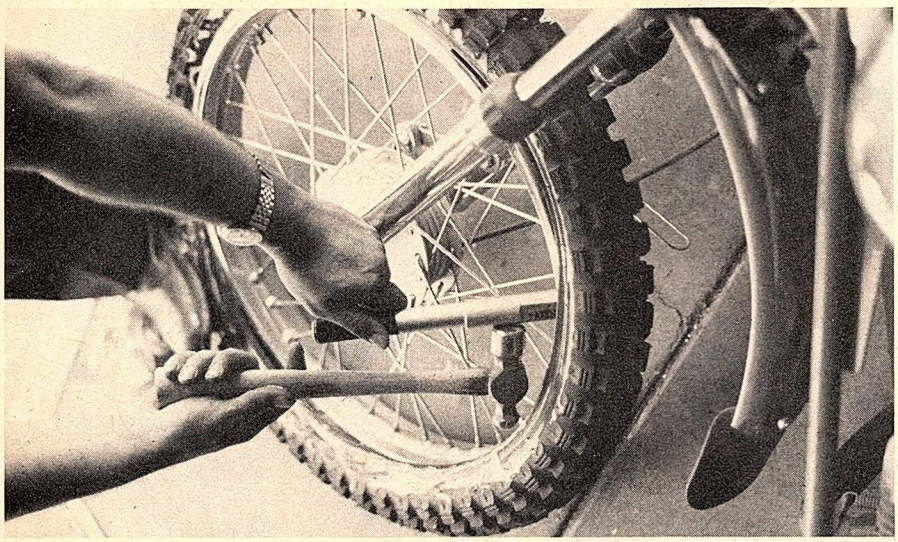


We invented our own trick by locking the tire tool under a spoke to free both hands and feet.

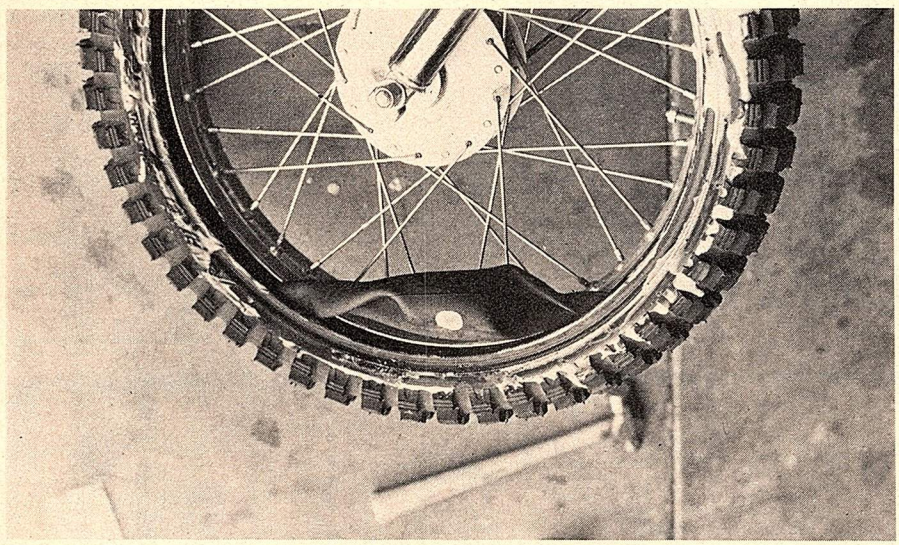


We couldn't find any liquid soap to use like the directions say. Closest thing we could mix up was some warm beer and Tide. What a wretched looking concoction!

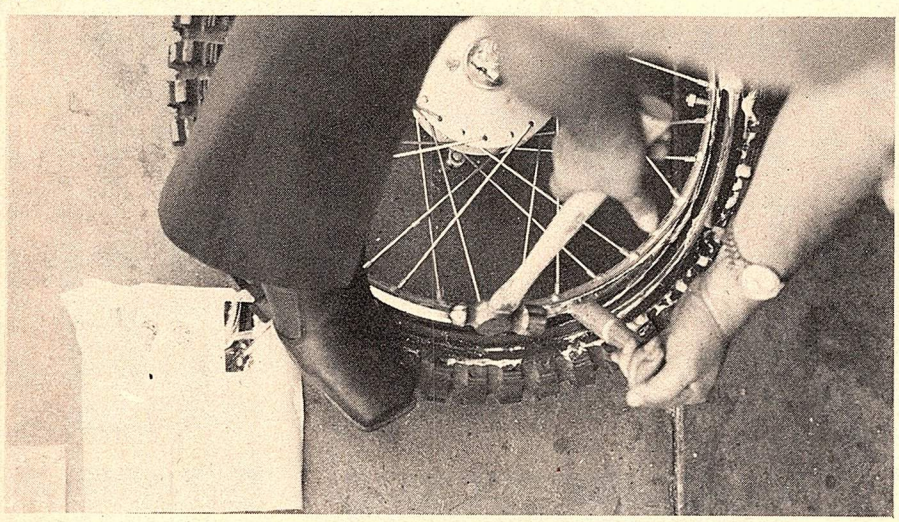
Gentle application of a Harley timing tool (part no. 6057A) let the knobby slip over the rim easily.



As needed, we turned the tire and tapped happily away. The tire literally fell away.



We reached in and pulled out the offending portion of tube and applied a patch to the nail hole.



After the patch cured, we pushed the tube back in and reversed the tapping/sliding tool technique. Tire fell over the rim with no sweat. After pumping air in, we had a perfect tire with a lot of flies buzzing around it. Use liquid soap if you can.

going to go next and didn't want the klassy *Modern Cycle* garage raided. Richter had made every mistake it was possible to make while removing a tire. The first twenty minutes had been wasted trying to insert the Breezer under the tire bead —with all the rim locks still in. Knuckles had been splattered against the sprocket side of the wheel. The Breezer had multilated the edge of the tire. Failure. Complete disgust. By the time Richter put all his clothes back on, he was ready to give up the idea of the tool completely. We felt it hadn't been a total loss, because when we put a tire back on, it made that part of the operation easier than with conventional tools. Still, we felt it wasn't worth the $7.95 asking price of the tool. Richter agreed, and went off into the night, snuffling.

A few days ago, we got another call from Richter and his partner, Nort Byer. They were babbling with enthusiasm and wanted to try it again. Jeez. Masochists.

Next day in the garage, they explained that they had never tried a genuine knobby before and had instead done the development work using flimsy two-ply street tires. Additionally, Richter had been *using the tool backwards*. John blushed.

Then, we handed him another wheel — this one with a 4.50 x 18 Metzler on it. In less than two minutes, Richter had the tire off and wasn't even sweating. He even remembered to loosen the rim locks this time. With an arrogant swagger, Richter nonchalantly flipped the tire back on and asked, "Well?"

OK, Richter, you perseverant pain-in-the-ass. It works as advertised. We admit it. However, just to give the tool an acid test, we tried to fix a tube without taking the wheel off. As you can see in the photos, it was no sweat.

One note of caution. Read the directions before you try to use the tool. It still takes some basic knowledge of tire changing to utilize the tool most efficiently. But once you've removed some rubber with the Breezer, chances are you'll want to keep one in your toolbox.

Where to get it:
ROJEN B
P. O. Box 7380
Van Nuys, Calif. 91409

Remember, if John Richter can remove an ugly knobby with this tool, you probably can too. ●

New Products

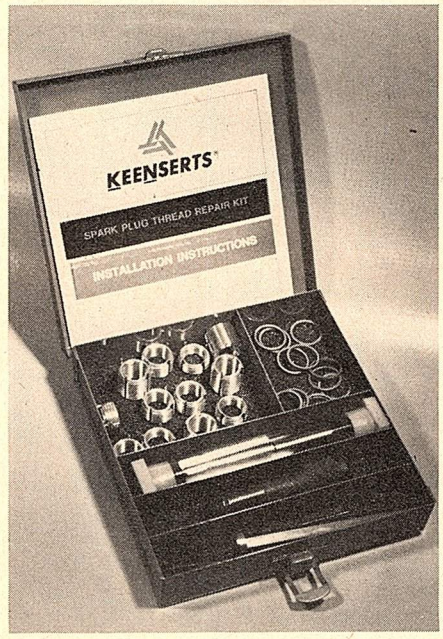
(Text continued from page 15)

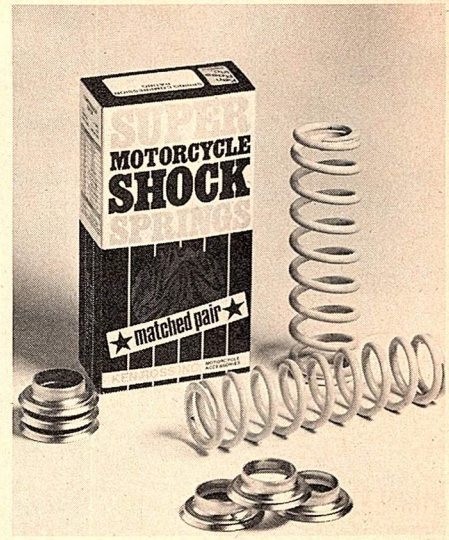
WHEN YOU STRIP

Just the thing for stripped or broken studs and those quick plug changes that just keep turning. Instead of taking the job to your local shop, you can do it at home quickly and easily. Special prongs, called KEES, are driven into surrounding base metal to firmly lock thread insert from rotation. All inserts are made of carbon steel and are available in 6, 8, 10 and 12mm bolt sizes. Spark plug inserts are aluminum and come in all depths for both 12 and 14mm diameters.

The kit also contains insert driver and instructions. Spark plug kit contains gas sealing rings, tap, ream-countersinking tool, and installer.

KEENSERTS thread repair kits, and refill kits are available at most Webco dealers throughout the states.





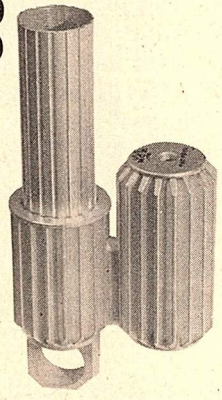
BOING! BOING! BOING!

Springs that fit everything. Ken Rose Inc., is producing a new line of springs to withstand severe usage, like on new modified frames. These springs are shot-peened, pre-set, and sold in matched sets. The line consists of single rate springs ranging from 50-150 lbs. in ten-pound jumps; progressive springs range from 60/90, to 90/120 pounders for the heavyweights.

Each kit contains springs to fit seven major brands of shox in four lengths. For info. write to: Ken Rose Inc., Rt. 2, Box 1240, Rockwall, Texas 75087.

SUPER TRICK STUFF

ALUMINUM SHOCK BODIES (FOR KONIS)



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NO. 27-0012 for 12.4 $73.95
NO. 27-0013 for 12.9 pair
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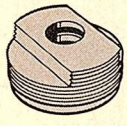

G.P. NO. 27-0015 $16.95 pair

GRAND PRIX ALUMINUM SWING ARM

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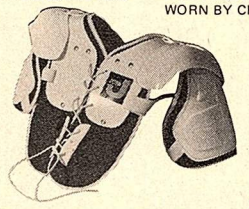

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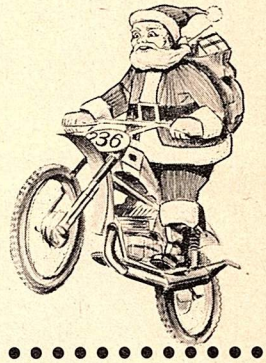

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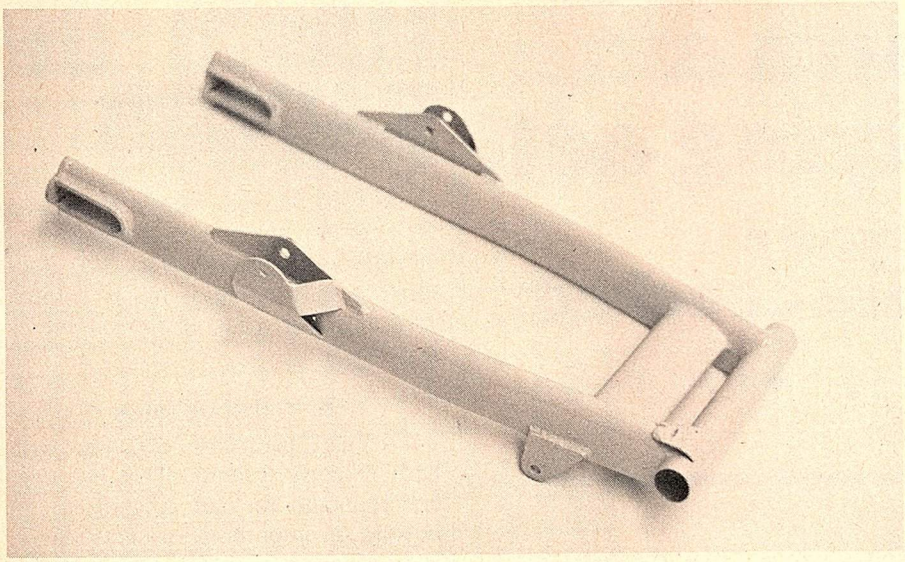
DEPT. MC 14240 E.14 TH ST. SAN LEANDRO, CA. 94578 (415) 483-2694



FOR SWINGERS ONLY!

Flash! Here's one to take a peek at. Imagine this: a new swingarm that weighs 4 pounds less than most aluminum swingarms and it's made from chrome moly. Construction is ah . . . different looking to say the least. Rather than the normal tubing with gussets, or boxed in sections, this space age thing is double tapered. Because of the unique shape, the makers claim that it doesn't require humongous large shock gusseting (which adds dead weight) and the unit is stronger than a heavier unit.

We hung one on our 400 test Maico (after the test had been written) and pounded it for three races. No problems at all, and the weight loss is so noticeable, we were forced to go to lighter shock springs.

Right now, they have arms in stock for forward shocked Maicos and normal rear ended Maicos. Coming soon will be arms for Yamahas (8½ pounds less), Hondas and Suzukis. Price is $129.95. For more info, write Pro-Formance Products, P.O. Box 384, Rialto, Calif. 92376 (714) 874-1904.

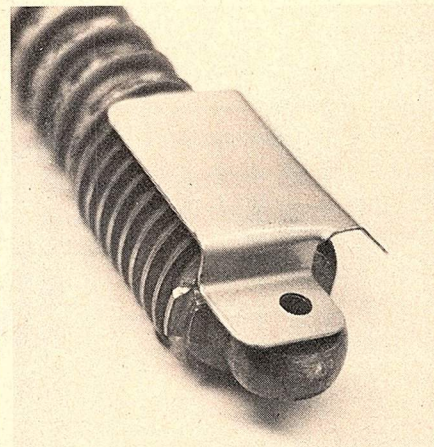
SHOX GUARD

Alas, something to give your shox some protection. Remember when you moved your shocks forward and didn't move them outboard enough to give any room between the shock and chain.

Pro-Formance Products think they have the answer; a bolt on shock guard. It's made of stainless steel, made to fit on the inside of the shock between it and chain.

Even if you did your frame wrong, there is still hope to save those valuable shocks.

Price is $9.95; for info. 714—874-1904 or write to: Pro-Formance Products, P.O. Box 384, Rialto, Calif. 92376.



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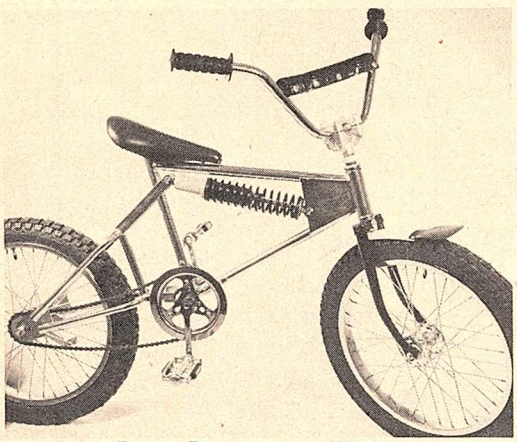

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1141	MX Handlebar (5" Rise)	6.49
1142	MX Handlebar (9" Rise)	7.50
1146	12" Crossbar Pad	2.95
1147	9" Crossbar Pad	2.79
1160	Scrambler Grips	1.50 pr.
1162	Waffle Grips	1.50 pr.
1164	Doherty Style Grips	1.79 pr.
1168	Oury Style Grips (Choose Black, Yellow, Blue)	1.95 pr.
1145	Double Stem (fits bicycle or Motorcycle handlebars)	8.50
1100	Unbreakable Number Plate — Black, White, Gray, Yellow, Red, Green (includes 2 mounting ties)	.99
1110B - 1119B	Black 6" Numbers (Specify 0 — 9)	.25 ea
1110W - 1119W	White 6" Numbers (Specify 0 — 9)	.25 ea
1120B or W	Black or White "X"	.19 ea

CYC No.	PART	Price
1130	Unbreakable Fender (Black — White — Gray — Yellow — Red, Blue, Orange)	$1.95
1137	Stripped Aluminum Front Fender	2.79
1139	Rubber Mud Flap	.99
1181	Steel MX Pedals 1/2"	3.95 pr.
1182	Steel MX Pedals 9/16"	3.95 pr.
1183	Flip-up Buddy Pegs	3.95 pr.
1221	Full Knobby Tire (4-ply Trials Motorcycle tire — fits std. Bicycle Rim)	12.95
1222	Heavy Duty Tube for 1221 Tire	2.95
1225	Heavy Duty Front Wheel — H.D. Rim, .105 Spokes, Spool Hub, Laced and Trued	24.95
1227	Heavy Duty Rear Wheel — H.D. Rim, .105 Spokes, Bendix Hub, Laced and Trued	27.95
1246	Leather Racing Solo Seat	7.50
1300	Mono-Shock Frame, Shock included	59.95
1301	Complete BMX-20-M as shown	139.95

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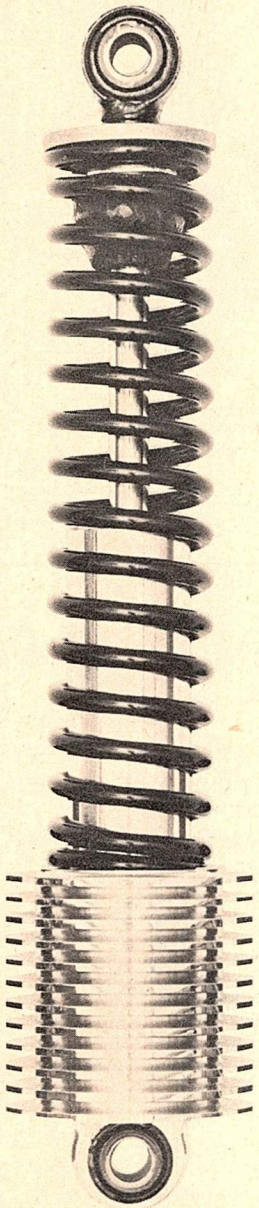

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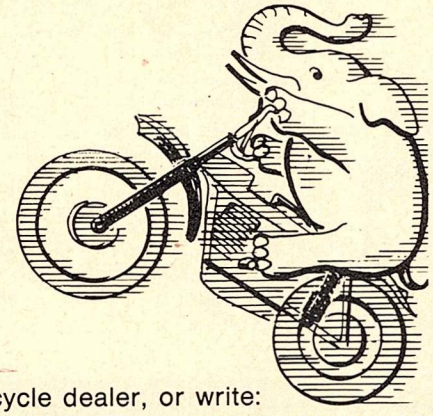
Completely assembled Elephant Shock, set of two **$129.95**

Elephant Shock Body kits for Koni's, including bodies, pre-measured fluid and instructions. **$64.95**

Dealer and Distributor inquiries invited.



Ask for them at your favorite motorcycle dealer, or write:

poppy

820 N. HOLLYWOOD WAY, BURBANK, CALIFORNIA 91505
(213) 845-2641

MAICO GP RACERS

(Text continued from page 24)

going fast, the bike will stay hooked up and moving better. Additionally, vibration will be less. The 400 does shake somewhat and this is enough to cramp forearms if the engine is kept buzzing.

DETAILS, DETAILS

We had problems of sorts with both exhaust systems. The 250 kept cracking and the tail pipe broke off beyond the mounting bracket hanger. We solved the problem by putting a clamp on the muffler instead of the pipe. Still, the owner of a 250 can expect to spend some time getting the pipe welded every month or so. Hanging low as it is, the chamber is vulnerable and takes an occasional rock in the groin. Savvy owners mount the main hanger in a Girling shock rubber and report much longer life.

We didn't break the bazooka pipe on the big bike, but found that it was costing the machine a lot of power. Madman Brian Fabre of Skyway put the 400 on their new Schenk dyno and got the following results:

	Torque in ft/lbs.	
	Stock pipe	*Skyway ¼ #71 Muffler/Spark arrestor*
3500	11.5	18.0
4000	19.0	21.5
4500	19.2	21.0
5000	22.8	23.2
5500	23.8	25.5
6000	25.0	26.0
6500	22.0	23.8
7000	20.4	20.0
7500	16.4	16.2

The blowmind reading is right at the bottom of the rpm range, where the Skyway tip allowed the Maico to pull 6½ foot pounds more than the stock set-up. The difference was astounding when we rode it later. Where the surge had been powerful before, it was now enough to demand velcro grips and fuzzy fingers. Absolutely staggering jolt!! Amazingly enough, all that has to be done is cut the shell of the bazooka pipe away and flop the Skyway on with a hose clamp. Better make that two hose clamps and a sheet metal screw to play it safe. While the Skyway silencer wasn't as whisper quiet as

the stock pipe, it was still decent. The screen inside that serves as a spark arrestor must be kept clean (carb cleaner works) or the bike will lose power. Strangely, there was no difference in power output with a spark arrestor compared to the normal silencer.

MORE DETAILS

Most racers take the kickstands off the Maicos and fling them very far away. If they're left on, people will sit on the saddle (invariably) while the stand is down and exert tremendous pressure on the frame tubes—in time causing frame cracks. After all, the damn thing is over two feet long.

Good things to do for a Maico. Install an AC inline fuel filter. Throw the rim locks away and use sheet metal screws instead. Drill out the sprocket bolt holes and put in the biggest bolts (8 x 20) that will fit. Those small stockers will eventually cause you grief. Weld on a tad more surface on those footpegs—like the new sawtooth edges. Check timing regularly. Seal the mag cover with some sort of goop—and vent it to let it breathe. Seal the ignition coil wire with left over goop from the other job. And put on a Lodge, Skyway or Sparky plug cap and give the stocker to someone you don't like a whole lot.

More good things: Fork tubes should be periodically rotated, even though they've been strengthened this year. A quarter turn after every other ride is just fine. Coil bolts should be cleaned, loctited and sealed from the world to prevent corrosion. Put a good kill button on—the stocker is marginal. Check the lever bolts on the bars. They usually fall off quickly. Maybe a strip of tape over them to play it safe.

Check the head yoke and carb mounts regularly. Put a dab of epoxy on the outside of the slide guide on the carb body. It leaks slightly if you don't. Torque head and cylinder bolts after every ride. Don't rip them out—use that torque wrench.

Double nut the air cleaner holding nut if it isn't done for you. Lube the kickstarter regularly at the folding pivot. Change gearbox oil after a hard race. At least after every other ride. Keep the vented fork caps operational by cleaning and inspecting. Inspect the primary chain frequently and change it when it gets the least bit loose. It should last three or four hard months of racing. Keep an eye on the upper end and don't run the bike with sloppy rings. And one last parting thought: leave the engine alone and don't diddle with radical porting. Clean and match if you want to, but don't mess up correct breathing.

SUMMATION

Both of the bikes represent a major advance for Maico, Finally, a factory that has long been known for spiffy engineering and sloppy detailing, has shaped up their detailing act a great deal. No longer does the owner have to sink two hundred additional bucks into a Maico to make it "right." It's closer than we ever expected. You'll still have to pull careful maintenance on both Maicos to allow them a long racing life, but there are no mysteries. All of the information needed to keep them alive and well is in that manual stuffed into each and every airbox. An airbox that no longer comes with that rasty paper filter of the past. By discarding the symbolic filter and detailing of the traditional European racer, Maico has suddenly discovered 1975. In 1974 yet. ●

Billy Uhl in action. Photo by Jack Mangus.

Only the best riders using the best equipment stand a chance of winning a Gold Medal in I.S.D.T. competition. U.S. Riders Dick Burleson, Carl Cranke, Tom Penton, Billy Uhl, Jack Penton and Malcom Smith won Gold Medals this year, and they *all* used Preston Petty Products on their bikes.

If you're after the gold, in any type of competition, don't accept imitations. Insist on genuine Preston Petty Products for *your* bike.

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PRESTON PETTY PRODUCT™

See Your Local Dealer For Details

Spare Parts

(Text continued from page 13)

If this doesn't help try a good chiropractor.

LEGALIZE IT!

Ever been stopped by the "Boys in Blue" only to find that you have lost the registration to your trail bike? AH! AH! Rick McVey of Laconia, N. H., thinks he's got it figured out; get yourself a 35mm Kodak film can and get all your goodies in a safe place. By taping the can to your frame, you will never be caught in the aforementioned situation. If you are as resourceful as Rampaging Rondo, you will find many other little goodies to put in those little cans.

SORRY, NO GAS TODAY

"When I get my Kawasaki 350 up to about 50 mph, it starts to run ragged and soon dies. Looking at the gas lines I can see either bubbles or no gat at all," cries Bill Oberdu, from Philadelphia, Pa.

It's possible that the gas tank vent is either blocked with debris or deposits or it is stuck. It is possible to clean the vent hole, usually located in the gas cap, with a thin length of wire. If this doesn't work, drill another small vent hole through the baffle plate on the top of the cap. Even with this extra vent the gas will still tend to seep out of the vent holes when riding over a bumpy road or rough terrain.

If the vent is OK, check for a clogged gas tank tap or float bowl valve. Take off the carb covers and disconnect the gas lines. After turning on the gas tap, check the flow. If there is a steady stream that flows for a few minutes then peters out the tap or the float bowl, the valve is the culprit. Check the valve to see that it isn't loose. If the valve body does loosen, the float will shut off gas flow from the tank sooner than it should. One last item to check for is water in the gas. If it works its way into the carbs it will form droplets that can block a small opening as easily as a solid piece of foreign material.

EASY-ON, EASY-OFF

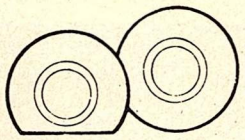
Ed Hodukavich from Smyrna, Del., sends this helpful hint in to us. He says, "Next time you have the wheels off your bike, sand down the axles with emery cloth until they move freely through the wheels and swingarm. If you ever have to take off your wheels on the trail, it will be much easier." Rondo thinks every one should do this, for it enables easy disassembly not only on the trail, but in de ole garage too.

CABLE CARE

GAADS! That clutch is a bear to pull in. Sound familiar? Jack Beren of Engelwood, Colorado, says, he's got a sure fire method to fix those stiff cables. Hook-up a spray can of automotive carburator cleaner to a forcefeeder that comes with most cable lubes; spray the cleaner into the cable until it comes out the other end. Let it flow for a minute or so, let it dry, give it a little lube and your cable is as good as new.

U.S. MINT

Del Webb announced that the Mint 400 is back next year. The richest and most prestigous off-road race in the world will return after one year of absence on March 16-19, 1975,



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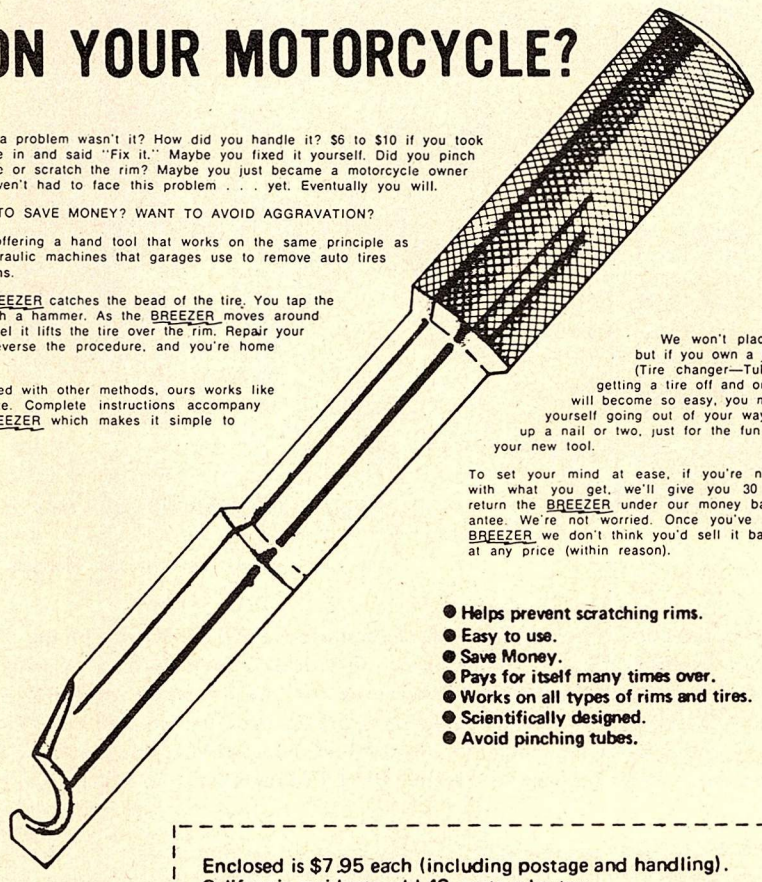

It was a problem wasn't it? How did you handle it? $6 to $10 if you took the bike in and said "Fix it." Maybe you fixed it yourself. Did you pinch the tube or scratch the rim? Maybe you just became a motorcycle owner and haven't had to face this problem . . . yet. Eventually you will.

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We're offering a hand tool that works on the same principle as the hydraulic machines that garages use to remove auto tires from rims.

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FASTEN YOUR SEAT BELTS

Jeff and Jack Bagley from Spring House, Pa., say they have the answer for the heavy price of tie downs.

Just go to your local junk yard and purchase a pair of sea belts from a '60 Edsel, figure out a way to bolt them to the bed of your truck and away you go. Rondo agrees, it might also be a good way of preventing whip-lash of the Honda.

STUD

Harvey Weinberg, from Wilmette, Ill., wrote in a while back, said he was having a problem removing broken studs. Well, Harvey, lots of guys at one time or another had the same problem.

However, it's no problem for the Resourceful Rondo. Here are some of my sure-fire methods.

If a stud or bolt has broken off above the surface it can, of course, be easily removed with a pair of pliers or visegrips. The tacky part comes in when it has broken below the surface. When you have this situation it becomes necessary to drill a hole in the broken part and utilize an "easy out." Ninety-nine percent of the time the break is uneven and presents a problem in centering the drill bit directly in the center of the stud. If the hole is off center the "easy out" will gouge the threads and create even more of a problem. The way to get around this is to fill the hole with solder using a propane torch. With the hole filled it is no problem to center punch and drill it properly. If the hole is in a position which makes it impossible to fill with solder, tap in a short piece of wood dowling and start drilling.

STRAIGHT

Jerry Spranger, from Fair Oaks, Mich., was telling us that he has been wanting to put straight through pipes on his Honda, but is afraid of ruining the engine.

Don't do it, replies Rondo: There is a thing called back pressure, which in four cycle engines helps scavenge exhaust gases out through the pipe and muffler. If there is no back pressure then the incoming surge of gasoline can't cool the face of the valve in a proper manner. When this happens the valve overheats and burns making some major work necessary. The heat produced could possibly damage the piston. Another danger is that of cold air rushing up the exhaust pipe when the engine is killed and cracking or warping the valve, valve seat or piston. We strongly suggest staying away from those pipes and sticking with the stock set up. Much thought and design went into the construction of the stock items in order to help with cool running and maximum power output.

ROT

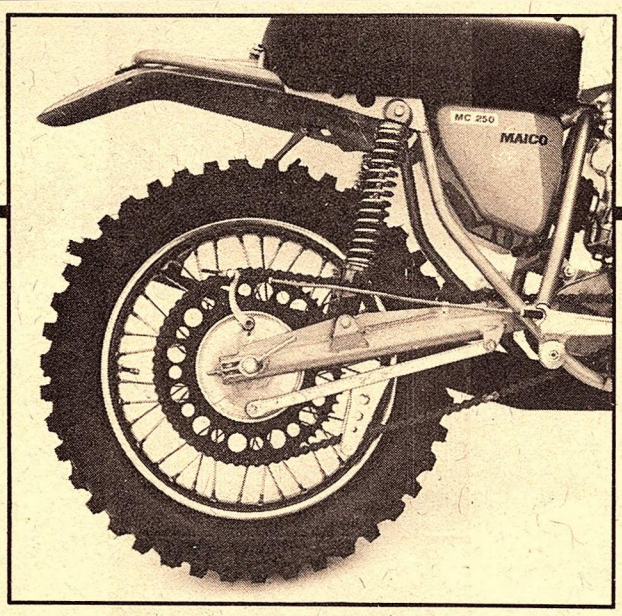
Kent Schneider from Bremerton, Washington, was telling me that living in a part of the country where rain is the order of the day, causes him to constantly replace lots of rubber parts like inner tubes, air boots, etc., because of "ROT."

Never fear, Rondo's here.

Riders in sunny (?) California generally don't experience this problem. However, we have a few suggestions for you.

The rot is caused by water getting inside the rim through the spoke holes or through the hole drilled in the rim for a security bolt. On most

(Text continued on page 81)



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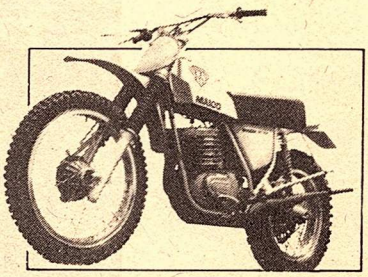

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NIXON!

(Text continued from page 59)

Unitas, Nixon knew that the handwriting was on the wall when Romero was given the bike which had been prepared for Nixon.)

1971 wound down with Nixon failing to get a single National win, with Nixon hurting from the constant strain on his leg, and with no full factory backing forthcoming from Tri-Cor.

In 1972 Gary rode for Kawasaki in roadraces, Bultaco on the shorttracks and for Triumph on the dirt. All the while, he lived with the constant ache of his pinned leg and the feeling that many shared, that Nixon was through.

At the end of '72, however, the pin came out and Nixon felt better than he had in many years. He sees his job this year as a practical problem.

"I'm not going to try for Number One—I just want to win all the roadraces. I figure that the best way to do it is by getting the best tuner, and so I worked out a privateer arrangement with Erv Kanemoto—he's the best.

"My deal with Kawasaki isn't a good one—they have all kinds of excuses for not paying a lot, motocrosser's salaries and stuff like that—but if I can win a few roadraces for them they'll have to come up with something for next year."

(Evidently three wins wasn't enough to come up with something for 1974.—Ed.)

"In '67, my best year, I made $38,000. Last year, Number One made Brelsford over 100 grand. I guess I was just a couple of years too early. But I'm not through, even if that surprises some people. With the pins out the difference is like night and day and I know I have a chance. Last year, I knew what I wanted to do and I just couldn't do it. This year is going to be different."

. . . After Nixon finishes his morning coffee, he inspects the engine Delgarno has been working on, and they discover that the heads have to be radiused for proper clearance. In the older better Triumph days, Nixon never had to turn a wrench if he didn't want to. Now he sets up his milling machine and agonizes for a long time—over an hour—before he is satisfied that the cutting blades will do what he wants. Then carefully, slowly, Nixon eases the blades down and makes his cut in the first head—perfect! We then watch for another hour as he painstakingly sets adjustments for the second head and again makes a meticulous cut. Both heads now fit just as he wants them and the tension in the shop eases noticeably. Nixon has a new role now, owner/builder, and he is clearly delighted to perform as well on the wrenching end as on the riding.

Friends drop in, the phone rings incessantly even though it's Sunday, and soon the afternoon is brightened by the presence of Nixon's pretty blonde secretary, Jennifer, and a few of her friends.

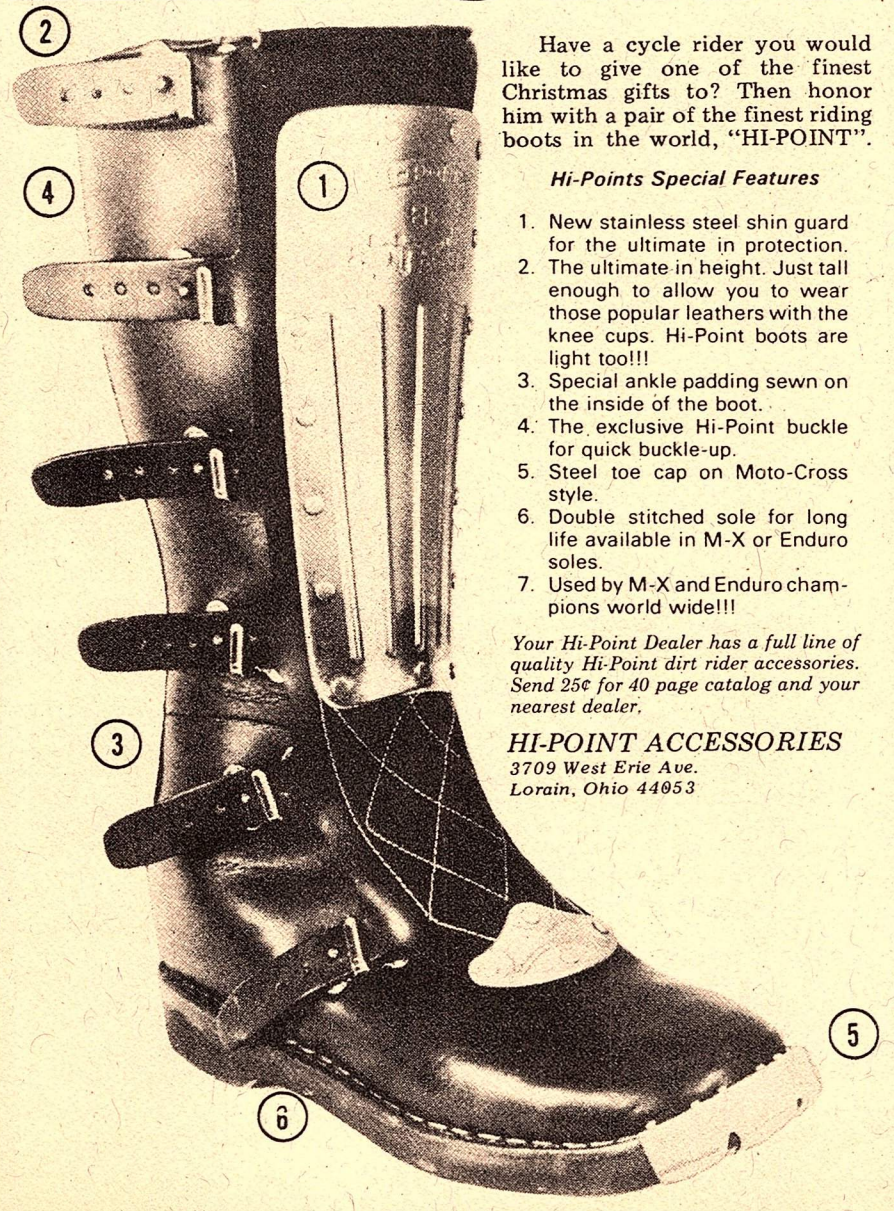
"They're not here for me," Nixon says. "That Delgarno, he's got girls chasing him all over the country—makes it hard for me to concentrate."

About three or three-fifteen, Mike Sponseller pops in, wearing a Barbour suit covered with mud and grime, and a smile of content as he tells Nixon and Delgarno about his hundred mile enduro ride that morning.

Nixon is just finishing up his work and Delgarno is degreeing in his cams. The day's work has gone well, and Nixon suggests we all go for a ride when they finish in about a half hour.

At about the same time Nixon's blonde, English-born wife, Mary,

HI-POINT



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comes in with their son, Gary, Jr., and Nixon becomes even brighter, more effusive. His spirits are only slightly dampened when his son, like most three-year-old boys, kicks up a fuss when his mother has to leave for a while.

This is a side of Nixon we hadn't suspected. Much as we weren't prepared for the notes, or for the fact that Nixon has a pet cat named Felix, or for the pleasant and positive way that Gary refers to Tri-Cor:

"Sure, there was bad feeling between us for a while, but that was mostly a misunderstanding. They've got new management now, really nice people, and they're giving me a lot of help."

Nixon finds a bat and a ball, amusing his son while Mary is out, and the workshop becomes a combat zone as the father and son pursue that special relationship that all men, even motorcycle champions, have with their offspring.

By the time Mary returns Steve has finished his work, and Nixon and son are pooped but happy. Everyone is invited to a fried chicken dinner after the ride and, as we head out, Mary tells us to be back at the office to eat by six.

We ride on the brushed granite alongside a railway right-of-way for about a half mile and then dip into the field where Nixon and Delgarno proceed to bounce each other around for close to two hours.

The only word of warning is sounded by Nixon as we start to ride. "If the cops come, it's every man for himself. Don't worry though, you're from out-of-state, so they can't do much to you if you're caught."

After the ride, tired and laughing, we get back to the shop just as Mary arrives with buckets of sizzling chicken, buns, potatoes, etc. Nixon and son play games with chicken wings, everybody eats too much and then, with the debris cleared away and our belts loosened, we watch Mary take a sleepy Gary, Jr., home to bed.

Nixon goes back to working on his engine, finishes it, and then suggest that we all go back to his home for a drink and to watch home movies . . . home movies?

Nixon's home is reached by traveling back roads through upper-middle-class homes with acres and acres of woods and unspoiled pasture land. It is large and comfortable, with one enormous room designated as Gary's Trophy room. The walls are covered with trophies, awards, newspaper clippings and pictures—

(Text continued on page 80)

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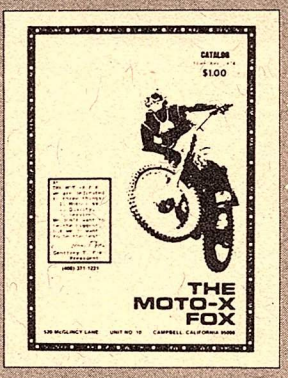

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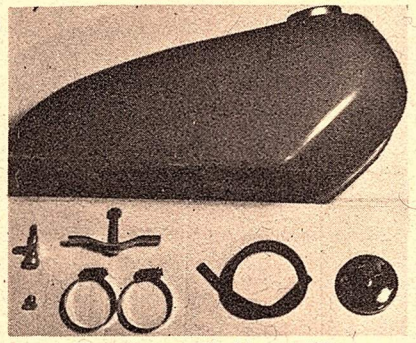

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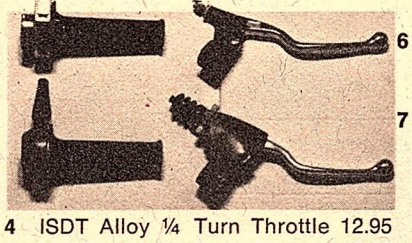

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Saddle

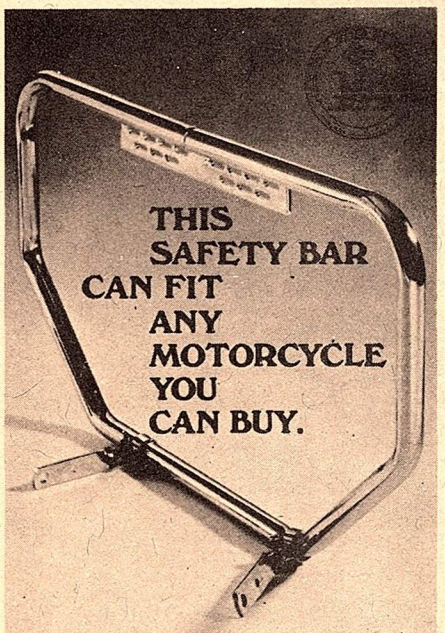
(Text continued from page 6)

it. We have heard of one enterprising lad who ran a water-cooled 700 Yammie in the mini-bike class for a while, but was finally protested by another competitor's Dad (who was only running a 250 in the under 80cc class). At last report, the lad quit racing and has taken up politics—quite successfully.

If this technique is to be attempted, don't think in small terms. As a wise man once said, " 'Tis better to be hung for stealing a horse than a gopher." Or something like that. So, think big. Why settle for a 175 top end on a 125 bottom end. Go the whole route. A rider with a 400 top end on that pitiful 125 bottom end, can surely be first into the turn under the most grueling conditions.

THE JOHN R. SLIPSTREAM ADVANCED METHOD. Named after a devious scoundred of dubious qualities, this method only works if the rider is already a very good racer. It should be employed only on longer events where fatigue plays a part. The last time we saw it executed, it went like so: You, the cheater, are running a strong second in a grueling two-hour race. Naturally, because of the physical drain, it would be nice to take a rest. Sooo, the cheater pulls off the course in a secluded spot, leaving the cheatee to blaze onward. After resting for a full lap, the cheater then discretely pulls in right behind the cheatee and continues onward like he was there all the time. Obviously, any persons responsible for checking the progress of the racers will do a double take and assume that they merely missed the cheater on a lap. After all, is the man not in the identical place he was on the previous lap? If anyone sees the vile act, the cheater should protest loudly and vigorously, and make many nasty comments as to the qualifications of the checkers.

THE NUMERICAL SWITCH PLOY. Now we're really getting into highly advanced cheating. This calls for a lot of nerve, but the results speak for themselves. What is the one thing a racer never worries about breaking? Right . . . his numbers on his number plate. So, what you do is merely change the numbers of some guy in your race to match yours. This way, at the end of each lap, you'll be credited with completing



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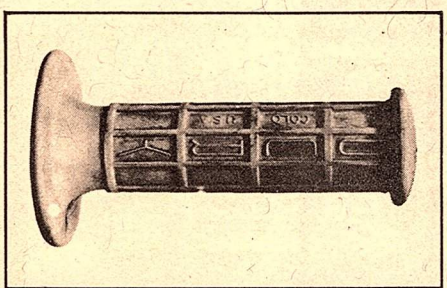

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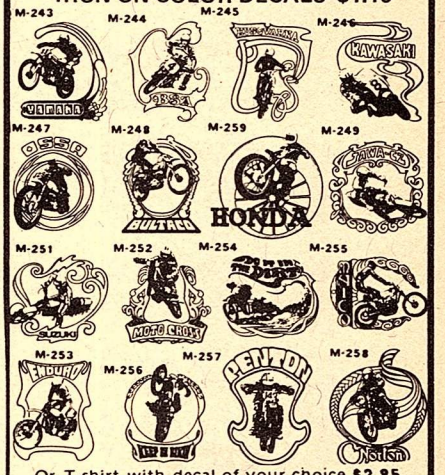

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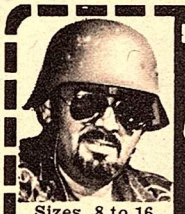

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two laps, making you an easy winner, unless there is a *really fast* smoker in your class. And if you can't beat someone who has to make more than twice as many laps as you do, then you don't deserve to win in the first place. One additional hint: it never hurts to put the numbers on a bike at least similar to your machine.

THE BETTER - LATE - THAN - NEVER DECOY. Probably the surest method of winning cheating known to man, the B.L.T.N. Decoy utilizes the ultimate safety factor to guarantee a win. Namely, you are the only person on the track during your race. It does take a certain amount of nerve, however, to put on a referee's shirt and go through the pits before your race, informing each competitor that the program has been changed. Instead of the seventh race following the sixth race, it will follow the ninth race. Tell them this is necessary because the local teevee station wants to film the seventh race for a special and they need the extra time to set up their equipment. This should leave you all alone on that old starting line while everyone else is combing their hair in the pits. This leaves only one thing that might keep you from winning: crashing. If you do crash while out there all alone, protest loudly that someone else knocked you down in a vicious display of poor sportsmanship.

THE LAST HOPE DESPERATION FILCH. Obviously, if all else fails, your only hope to be a winner is to show up at the trophy presentation early and declare that you are the guy who won the race and you have to get on the road early because your house in on fire, so can I please have my trophy now.

One last bit of advice. If you persist in the aforementioned cheating techniques, you'll probably get caught—sooner or later. Just because we are very nice people here at *Modern Cycle*, we're going to tell you how to extract yourself from a situation of this sort. Let's say you've just been grabbed by an angry competitor who has spotted you cheating and he is about to rip your goggles off through the back of your head. Do not despair. Merely start babbling in a strange language. You don't have to actually *know* a language—just make funny sounds. The person will think you are an ignorant foreigner and simply don't know the rules. Lots of luck. ●

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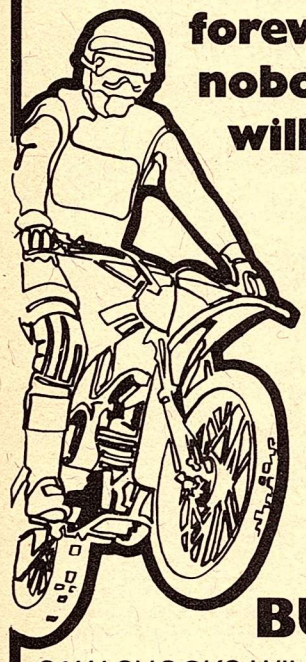

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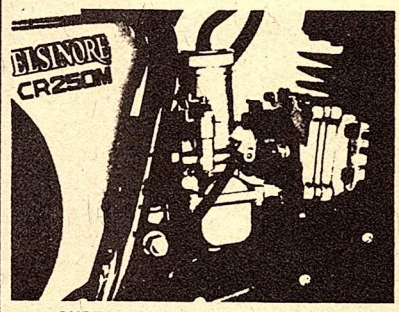

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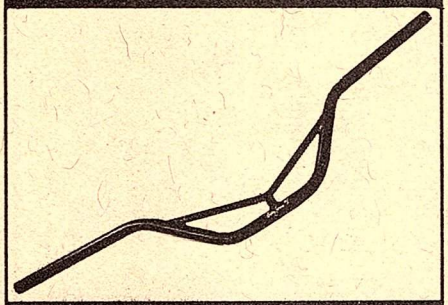

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NIXON!

(Text continued from page 77)

maybe two thousand pictures of every kind: oil paintings, snapshots, caricatures, etc.

Nixon is beaming as he pours large tumblers full of icy-cold Great Lake Erie Sweet Catawba Wine and explains: "I can't quit yet, there's still two walls that aren't filled and before I'm through they're going to be."

Lots of Great Lake Erie Sweet Catawba Wine was poured that night (and, I assume, I was drunk) and the "home movies" were mindblowing. It was Nixon racing, taken by Mary, and it was an archive, a history of Nixon's career traced on the living room wall in flickering images and tiny blurs.

There's Nixon leading a race, and then suddenly Bart Markel is challenging. Sitting back laughing, Nixon points excitedly and says: "Watch, watch, Markel's gonna pass me, watch him, watch him—God, he's a great rider, did you see how neat he got around me, wow!"

After the half-mile and mile movies, it was time for the mini-bike Grand Prix footage. And all the greats were there, slopping around in the mud on mini-bikes, falling and having a great time. It's an annual affair, by invitation only. Last time Gary Fisher won, but Steve and Nixon say they'll get him this year; unless Jimmy Weinert shows up and blows them all off like he did the year before.

Suddenly, up on the wall, one tiny figure was close behind Fisher, trying to pass. He was about a length behind and as they drove for an uphill turn the rider behind held the throttle open longer, didn't brake, and tried to stuff it in ahead of Fisher.

It was a daring maneuver, almost stupid, but it worked—or it would've worked if only the tires hadn't slipped on the mud.

Nixon was really giggling. "Did you see that stupid move. I should've waited, but not me, I had to try *there* and boom—into the mud."

Later, after more wine, more movies, and more laughing we said goodby to Nixon, Delgarno and Mary. We put the memory of the day into our own memory banks and forgot about it. Forgot until Loudon. Forgot until the next time Gary Nixon, the once and future king, pulls another one of his daring but calculated moves to win a National race. It is a memory that, something tells me, won't long be forgotten from now on. ●

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2. DATE OF FILING: Oct. 1, 1974
3. FREQUENCY OF ISSUE: Monthly
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, city, county, state, ZIP code) (Not printers): 7950 Deering Ave., Canoga Park, Ca. 91304
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers): 7950 Deering Ave., Canoga Park, Ca. 91304
6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR
PUBLISHER (Name and address): Edwin A. Schnepf 7950 Deering Ave., Canoga Park, Ca. 91304
EDITOR (Name and address): Edwin A. Schnepf 7950 Deering Ave., Canoga Park, Ca. 91304
MANAGING EDITOR (Name and address): Richard Siemon 7950 Deering Ave., Canoga Park, Ca. 91304
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Spare Parts

(Text continued from page 75)

bikes there is a rubber rim strap, which, in theory, is supposed to prevent this leaking from occurring. But, as we all know, theory and practice don't always go hand in hand.

To seal off the spoke holes, remove the tire and rim strap and *liberally* coat the inside of the rim with car polish or floor wax. As for the hole drilled for a security bolt—put one in. This will not only plug the hole but will also give an added measure of safety.

MISSING IN ACTION

My Yamaha TX 500 has a high speed misfire that seemingly can't be traced. Claims Harvey Morrow from Green Hill, North Carolina.

That sure sounds like a head-scratcher but there is one aspect that may have been overlooked. There could be a tear in the neoprene diaphragm of one, or both of the carbs. This tear prevents the opening of the throttle slide at high rpm. The effect is as if the plugs were badly fouled.

To correct this problem simply remove the top cover from the carb and replace the throttle/diaphragm assembly. If you are a dyed-in-the-wool do-it-yourself freak there is an easy repair. Merely apply a thin coat of General Electric's Clear Seal Silicone rubber to both sides of the tear, join the tear and let it dry, then reassemble the carb.

THIS MUDDER AIN'T A HORSE

I do a lot of riding in the woods, claims Robert Prescott of Soda Spring, Colorado. It enables me to find vast quantities of mud which plays havoc with my chain. It's either tight or loose, what's going on?

This problem is being created by mud packed in between the chain rollers and the space between the teeth on the sprocket. The vertical sides of the teeth carry the force of the chain load, so, there is no reason to keep the base of that space so wide. What can be done is to file pairs of round slots which form a sharp V in each space between the teeth. This will cause the mud to be squeezed out of the slots when the rollers push mud against the sharp edge. •

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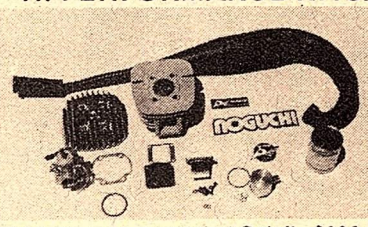

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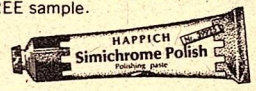

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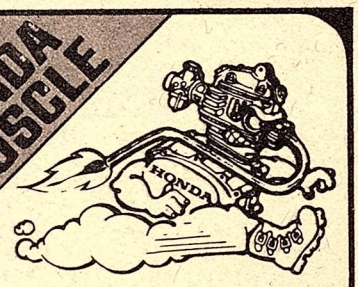

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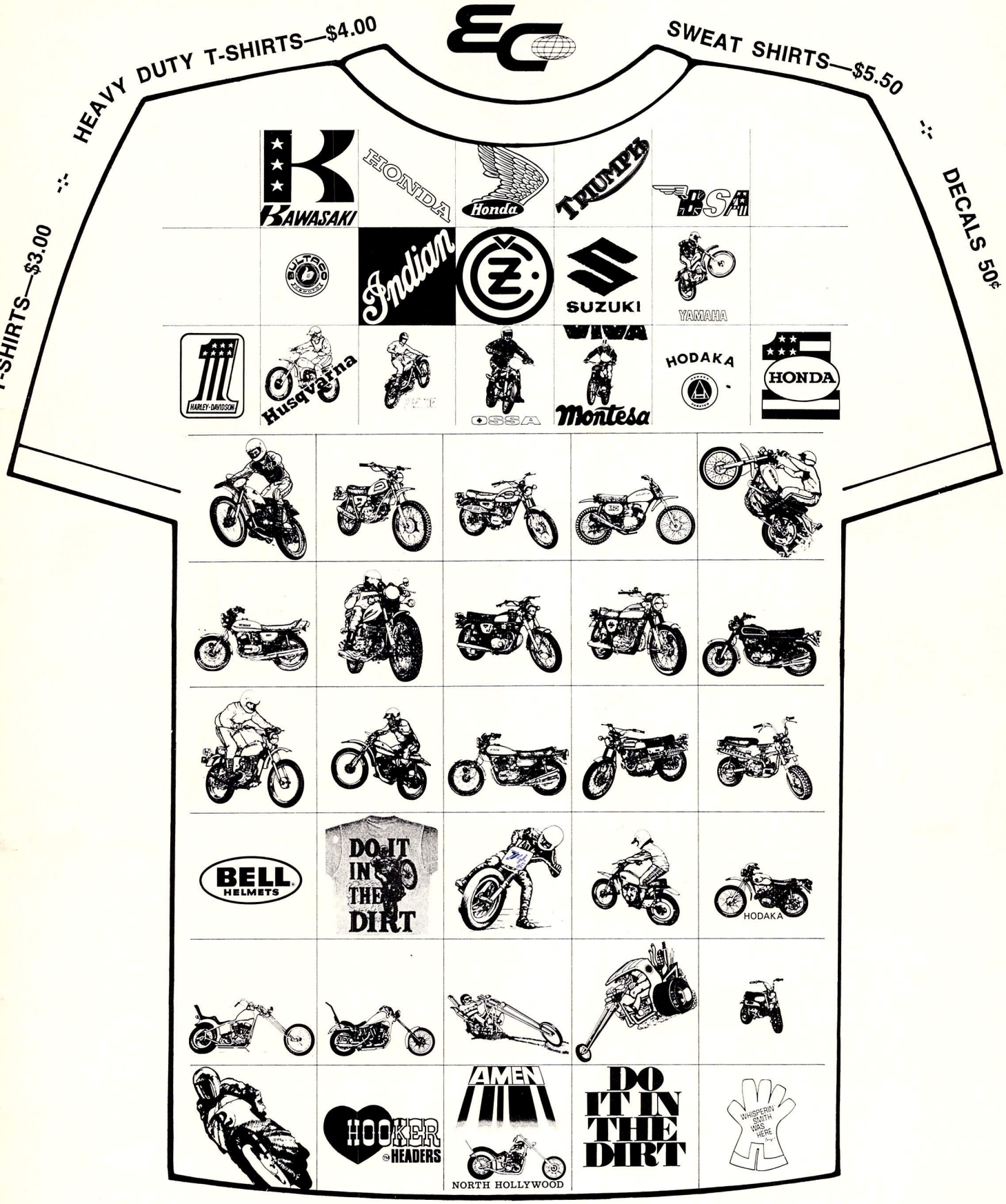

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